

28 JUNE 1973 15p

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Rouen F2: Jean-Pierre Jarier's March - BMW wins



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BRITAIN'S MOTOR SPORTING WEEKLY

June 28 1973 Volume 51 No 13

CONTENTS

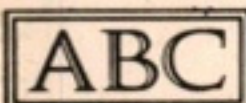
- 2 Pit & Paddock
- 6 All Your Weekend Sport
- 8 Rouen : Jarier's marred win
- 12 Obituary : Gerry Birrell
- 14 Österreichring : Matra wipe the board
- 17 Correspondence
- 18 Nivelles : Carreras dominate
- 19 On the Scene
- 22 Special Stage
- 26 Road Test : Opel Commodore GS
- 28 "Autosport"-Ladbroke's GP competition
- 29 Behind the Wheel
- 31 Mallory Park : Full marks to Mallock
- 33 Purely Personal
- 24 Tune In
- 37 Brands Hatch : Brise takes Lombard lead
- 39 Sports Extra

Stripteaser at Silverstone. This was the unfamiliar sight at Woodcote last weekend when the NDRC held their international meeting.



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Published every Thursday by Autosport, Haymarket Publishing Ltd, Gillow House, 5 Winsley St, London W1. Tel : 01-636 3600. Subscriptions and back numbers : Craven House, 34 Foubert's Place, London W1A 2HG. Tel : 01-636 3600. **Annual subscription :** £10.10 (home) ; £10.40 (overseas). **USA and Canada \$27 (£10.40). Airmail rates on application.**
Text printed in England by David Brockdorff Ltd, London E17 and Harlow, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper.

Direct from the publishers or all newsagents.
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AUTOSPORT, JUNE 28, 1973

EDITORIAL

A hard lesson

The sad, sad news from Rouen last weekend came as an awful jolt. We have had to record so few motor racing deaths just lately that Gerry Birrell's fatal accident was as an even greater shock. Of course, judged dispassionately, which is difficult in the circumstances, one should never be surprised at such accidents happening in motor sport. The very nature of it, pastime or profession, should be clear to all those who have faced the starter's flag. And yet one is slow to comprehend the death of this ambitious, likeable, talented Scotsman.

Without becoming over-emotional, two dark aspects emerge from the accident. One is the dubious method of erection of the metal guard rails and the other is the apparent tyre failure which led to the accident. These metal guard rails have sprung up on the major race tracks of the world, all at the instigation of the *Commission Sportive Internationale* Safety Committee. The impetus for the CSI directives came from the Grand Prix Drivers' Association who decided that metal guard rails are, on balance, the safest way to protect drivers and spectators. But the CSI laid down detailed methods of erection, and published them in their Yellow Book. Heights, depths, settings, all were specified, and the onus was on the circuit to follow these directions. Like all circuits, Rouen was previously inspected by a member or members of the CSI Safety Committee and passed fit. That it patently wasn't so by today's stringent safety standards became apparent when the Formula 2 drivers arrived for practice last week.

The deficiencies in the metal barriers, however, were only brought to light by the declared failure of a tyre. On this occasion it was a Firestone, but one only has to look through the Formula 1, Formula 2 or Group 5 sports car reports published in AUTOSPORT this year to realise just how prevalent this problem has become with all racing tyre manufacturers. The pressure on the tyre companies to stay ahead or catch up, as the case may be, has produced examples that are capable of greater adhesion almost every time out. But as lap speeds escalate, the durability seems to have suffered. The plague this year in motor racing has been from tyre failures—failures which, despite the genuine attempts by the makers to improve the breed, can have an adverse effect on relationships with customers at all levels.

The Normandy track, a fast and furious slip-streamer, is notoriously hazardous on cars. One wonders whether its past record of breakages and accidents was taken into account when the race permit was issued. In the hindsight of last weekend's events it must make the future of the circuit extremely hazardous.

our cover picture

Slip-streaming on the controversial Rouen-les-Essarts circuit last weekend, with Stan Gunnarsson leading Hans Stuck, Jochen Mass and Tom Pryce. Full report of Jean-Pierre Jarier's win and Gerry Birrell's tragic accident begins on page 8.

Photo : Phipps Photographic

Thirty-one F1 entries for John Player GP

Good news—just too late for inclusion in last week's issue—was that the John Player Grand Prix promoters and Formula 1 Association have agreed terms for the race, to be held at Silverstone on July 14.

But no one is prepared to reveal just what the terms of the agreement are. The RAC's regulations had offered £55,000, and the F1 Association had reportedly asked for between £60,000 and £65,000 for a one- or three-year contract.

One suggestion, again unconfirmed, is that the Grand Prix sponsors, Players, had a large hand in formulating the agreement—either by threatening to withdraw their support or by making up the difference.

Whatever the background, it is excellent news for British race fans now that a full and representative field is guaranteed.

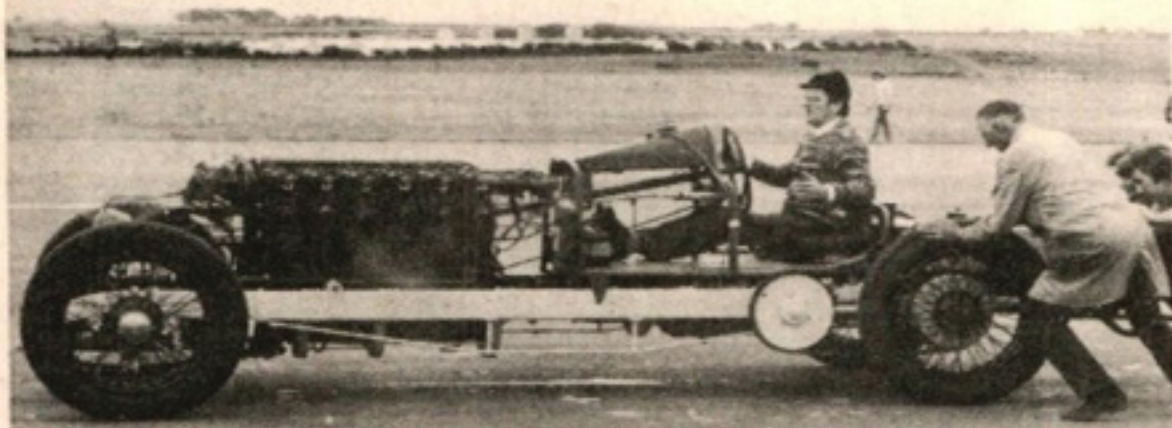
Thirty-one cars are listed on the provisional entry list for the 67 lap John Player Grand Prix. The John Player Lotus, Ferrari and Tyrrell teams are fielding their usual two car combinations: Emerson Fittipaldi and Ronnie Peterson for JPS; Jacky Ickx and Arturo Merzario for Ferrari; and Jackie Stewart and Francois Cevert for Tyrrell.

However Yardley McLaren, Brabham and Surtees have entered three cars each. In Yardley McLaren M23s will be Denny Hulme, Peter Revson and Jody Scheckter, and in the Brabham team John Watson (in a Hexagon-entered BT37) will join

the usual set-up of Carlos Reutemann and Wilson Fittipaldi. In addition to Mike Hailwood and Carlos Pace in the Surtees team, a third car has been entered for an un-nominated driver—perhaps John Surtees himself.

Another three car team comes from Marlboro BRM with Clay Regazzoni, Jean-Pierre Beltoise and Niki Lauda at the wheel, and from UOP Shadow comes the usual two cars for Jackie Oliver and George Follmer. Graham Hill's Embassy Shadow will also be appearing, and another semi-works Brabham will be driven by Andrea de Adamich. Other works representation comes from Tecno, with Chris Amon driving, from STP March, with Jean-Pierre Jarier at the helm, from Iso Marlboro with Howden Ganley in one car and an un-nominated driver in the second car—possibly Tony Trimmer or Tom Belso—and from Ensign with Rikki von Opel giving the car its British debut. Privately-entered Marches are headed by James Hunt in Lord Hesketh's car, Mike Beuttler's stock exchange sponsored one, David Purley's LEC version and finally Roger Williamson should be making his Formula 1 debut probably in a March.

Supporting races on Grand Prix day are rounds in the John Player Formula 3 Championship, the Yellow Pages Formula Atlantic Championship, the British Touring Car Championship and the JCB Historic Car Championship.



With Owain Wynne Owen at the wheel, "Babs" is brought back into life at Mona.

"Babs" returns

Hundreds of people turned out at Mona last Sunday to watch an historic event in motor racing when one-time world land speed record holder, "Babs," made her comeback after being buried for 41 years in the Pendine sands of West Wales.

Babs, which uses a 12-cylinder first World War German aeroplane engine, had a top speed in her prime of 171 mph. It was dug from the Pendine sands in March, 1969, by Bangor technical college lecturer Owain Wynne Owen. It was in 1927 while driving Babs

that John Parry Thomas died making a bid to win back the world record taken from him by Sir Malcolm Campbell.

After having a tow to get the massive machine started amid a cacophony of sound and loud explosions as the engine roared back to life, he did several circuits of the airfield track without ever trying anything spectacular.

Mr Owen kept Babs in first gear, restricting himself to a relatively modest 60 mph.

Laffite continues to shine in F3

Originally scheduled to be run as a 25-lap race on the Saturday, the supporting Formula 3 race at the sad Rouen meeting eventually was held after the F2 race on the Sunday and, due to the lateness and approaching nightfall, the race was reduced to 20 laps or about 40 min of hectic racing.

After two fraught practice sessions where only a good tow resulted in a quick time, the front row positions were taken by Jean-Pierre Paoli's BP Martini Holbay Mk 12 and that Australian comingman Larry Perkins' in his, as GRD's Mike Warner calls it, "GRD Araldite Special!" Most of the leading runners were under Michel Leclere's year-old F3 record of just under 2 mins, the young Alpine driver, after originally being quickest, suffering a blown engine before he could find a suitable tow.

Perkins made a really fabulous start to head Paoli and the rest down the hill to the newly installed chicane where quite a bit of fun was bound to happen. As expected, this was a real hairy slipstreamer with Perkins wheel-to-wheel with Paoli and team-mate Jacques Laffite. After a couple of laps, Leclere forged to the front and looked like getting away until the hard charging Cowangie Kid locked up on some oil at Nouveau Monde and T-boned the unlucky Leclere and the GRD into retirement. Leclere's team-mate Alain Serpaggi had the throttle jam open at the mickey-mouse chicane, flew into the air and in the ensuing chaos, both Lucien Guitteny's Alpine and Bernard

Beguin's Martini Mk 12 were eliminated, the latter having already had his nosecone removed by Paoli.

Into the lead now went Laffite with Masami Kuwashima's March 733-Holbay, Paoli and Christian Ethuin (Martini Mk 12) in tow. A bit further back, Alain Cudini's Elf-backed Martini Mk 12 was holding off an on-form Brian Henton (GRD 373), Britain's leading hope, and Johnny Gerber (Brabham BT41).

Laffite lost the assistance of Paoli a bit later when the engine expired and so it was now a straight fight between Masami and Jacques, Ethuin falling further back until Henton caught him on the very last lap. Unfortunately, both had a coming together at the last corner and Cudini nipped by the pair of them into third place. Gerber meanwhile had dropped right back with psychological problems but finished comfortably clear of a happy Mike Tyrrell who hadn't expected his engine to last a lap, let alone finish in his Ensign. After a pit stop to inspect deranged front suspension, John MacDonald's GRD 373 rejoined right as the leading duo came upon him at the chicane, Masami going one side with the mad Laffite the other, all four wheels on the dirt! MacDonald recovered from the shock to finish a happy ninth.

Meanwhile, it looked as if Masami had the measure of Laffite. That is until the very last corner when the March got a little crossed up and the Frenchman nipped through to nationalistic applause.

Keizan's Tyrrell wins in South Africa

Eddie Keizan in his Tyrrell, and not Dave Charlton, won the Bulawayo 100, sixth round of the South African Championship held at Bulawayo on Sunday, June 10. Charlton had a tyre problem, although he led for half the race, but was hounded in that time by Keizan. An excellent second went to Ian Scheckter in the Team Gunston Chevron B25 and he was followed by Jackie Pretorius in a Formula 2 Brabham.

Dave Charlton in his Lotus 72D had pole position, with Eddie Keizan 0.7 s slower. Next quickest was Ian Scheckter in the Formula 2 Chevron who was 0.5 s faster than Paddy Driver's McLaren 10B, the first time this has occurred this season. When the flag fell, Charlton streamed into the lead and Keizan muffed his start completely, almost stalling twice and causing consternation behind him. However, by the end of the main straight Keizan had sorted things out and

was in second place, but fairly well behind the flying Lotus. Keizan really pulled out the stops and within three laps was on Charlton's tail. The crowd was then entertained with some very close racing as Eddie tried everything he knew to get past, but the SA Champion was not having any of it. On lap 20 Keizan eventually managed to squeeze inside Charlton, and a lap later Charlton pitted complaining that one of his front tyres had gone off and in the last 2 m rejoined the race in ninth position. Thereafter, Keizan had things all his own way and Charlton managed to get back to fifth place with one lap to go, but was promoted to a position in the final tour when John Love's engine in the second Gunston Chevron disintegrated. Love had been holding third place at the time. Paddy Driver also had a tyre problem during the race, and last time taking fifth place overall.

Pit and Paddock

Fittipaldi v Stewart in French GP

The eighth of this year's 15 World Championship rounds takes place at Paul Ricard this Sunday. The two main protagonists, Emerson Fittipaldi with 41 points and Jackie Stewart with 39, must be favourites, although after Anderstorp two weeks ago, Denny Hulme will be anxious for a further taste of victory.

Main change from the regular field of F1 competitors will be in the Yardley McLaren camp. Hulme will have Jody Scheckter as team-mate in the M23s as regular man Peter Revson has a USAC clash at Pocono. It will be Scheckter's only third F1 race this year, but he has already achieved notable successes in the power formulae, F5000 and CanAm racing in the US.



Jody Scheckter — his second Grand Prix of this year at Paul Ricard.

Elf Team Tyrrell will have two entries, for Stewart and Francois Cevert, although there has been talk of a third car for the French race. Stewart has won the French GP three times, including the last two years, although Ladbroke's odds make Cevert favourite at 5-2.

The John Player Specials will be present for Emerson Fittipaldi and Ronnie Peterson — the Brazilian anxious to retain his lead and the Swede even more anxious to score a few points. There will be few changes in the camps of Surtees (Mike Hailwood and Carlos Pace), and Shadow (works cars for Jack Oliver and

George Follmer and Graham Hill's Embassy). March cars will be numerous, with a works car for Jean-Pierre Jarier, James Hunt's Hesketh car and the Stockbroker Special for Mike Beuttler. However, if Beuttler is not fully recovered from his Rouen F2 shunt, the car will be driven by Reine Wisell. There will be three Brabhams, BT42s for the ever-improving Carlos Reutemann and Wilson Fittipaldi and a BT37 for Andrea de Adamich.

Following Nanni Galli's retirement, Frank Williams has signed Henri Pescarolo to join Howden Ganley in the Iso-Marlboros. The other Marlboro team, BRM, has three entries for Clay Regazzoni, Jean-Pierre Beltoise and Niki Lauda.

Jacky Ickx, currently in the middle of a row with Ferrari (see *On the Scene*), will represent Ferrari, but it was not known at the time of press whether Arturo Merzario would get the second car. Also from Italy, news is that the Goral-built Tecno is ready and waiting for its scheduled first race at Ricard. Chris Amon flew to Bologna last week to inspect the car, which, despite its bulky engine, weighs in at 60 lb over the limit.

British Racing Green will make a reappearance on the race tracks with the debut of the works Ensign for Riki von Opel. The car has had its over-heating problems cured and will make an interesting addition to the GP grids.

The French GP, run over 54 laps of the 3.6-mile circuit, starts at 3 pm. Results should be broadcast in *Sunday Sport* on Radio 2. Ladbroke's odds this week were:

Cevert, 5-2; E. Fittipaldi and Peterson, 3-1; Stewart, 7-2; Hulme, 6-1; Reutemann, 8-1; Ickx and Beltoise, 12-1.

The supporting F3 race is a round in the John Player Championship, and among those going from Britain to take on the might of the Alpines are Brise, Freidrich, Henton, Jones, Kuwashima, Magee, Taylor, Wilds, Wood and Gerber. There will be two heats on Saturday and a 30-lap final on the 2.05-mile track.

Television stars at Brands

On October 7 at the BRSCC Brands Hatch meeting, there's a TV Times "Race of the Stars." Famous television stars will be competing in ShellSport Celebrity Mexicos and among the stars are Edward Woodward, Gerald Harper, Adam Faith, Wendy Craig, June Whitfield, Joe Lynch, Ronald Leigh-Hunt, Geoffrey Davies, Jack Douglas, Luan Peters, Diana Coupland, Julie Rogers, Shaw Taylor, William Franklyn (the Sch... you know who, man), Nicholas Parsons,

Nina Baden-Semper and Jack Smethurst.

Some of the stars have already been through a brief training course at MRS in preparation for this unique event, which will be started by Stirling Moss and Ed Stewart will head the commentary team for the day. The TV Times Race of the Stars meeting will feature battles for some of the 1973 regular racing championships in addition to the stars' race and other novelty attractions to be announced later.



Mick Hill stands by his new 6-litre Tricentrol Boss Capri.

Mick Hill's new Capri

Mick Hill's famous Boss Capri — winner of over 70 races in little more than two years — has been sold to Irishman Eddie Regan to make way for the new Tricentrol Capri, which will have its first race at Silverstone this Sunday.

Once again the Nottingham telephone engineer has built the car without any outside professional assistance, although his trusty team of Dave Steeples and Tony Grimshaw, plus Mike Bennion (remember the Morris Minor V8?) as adviser-cum-mechanic, have helped to build the car in seven months of spare-time effort.

Although outwardly similar, the Tricentrol Capri has many changes. Engine size is up from 4.7-litres to 6-litres by using a specially cast Holman and Moody block and Weslake crank. With Gurney Weslake heads, Carello rods, TP109 cam and Tecalemit-Jackson fuel injection, the dry-sump engine, built up by Mick

and his team, weighs the same but has at least 100 more horses at 530 bhp.

Once again Jaguar E-type gearbox and final drive and Lola suspension are used, although this time Mick couldn't find a crashed T70 and had to buy a job lot of wishbones, uprights and brakes from Lola's Derek Ongaro. The 12 in and 14 in rim wheels are from a GT40, and the suspension geometry has more anti-squat at the rear and a lower roll-centre.

Only the floor door pillars and roof remain of the standard Capri shell. A square-tube frame runs from front to rear to carry the suspension and roll-over cage, and the fuel is carried in a rubber bag tank. Remaining bodywork is all fibreglass, with a one-piece front by Guy Performance.

Overall weight is about 17 cwt, and Mick reckons the car has cost £5,000 in parts — plus a lot of work!

Tremendous Spa saloon entry

The entry for the Spa 24 Hours — the biggest European touring car race of the year on July 21/22 — has attracted top-line support for both the Group 1 and Group 2 categories.

The Group 2 battle should be between Ford and BMW with the works Ford team entering three cars against two works BMWs, a Schnitzer BMW and two Alpina BMWs. The Capri line-up is headed by a car for Dieter Glemser/Jochen Mass, and the works BMWs will be driven by Hezemans/Quester and Amon/Stuck, while the Schnitzer one will be driven by Bob Wollek/Jean-Pierre Jaussaud and the Alpinas will have Brian Muir and Niki Lauda amongst the drivers. There are other privateers, including the Broadspeed Capri for Bourgoignie/Matthews and BMW CSLs for Xhenceval/Braillard and Peltier/de Fierlandt. From Britain, Terry Sanger fields his Camaro for himself and Jonathan Buncombe.

In the 2-litre Group 2 class, Toyota have entered two Celicas for Ove Andersson/Freddy Kottulinsky and Richard Scott/Dave Walker, while Ford's representation comes from Escorts for

Yvette Fontaine/Hans Akersloot, Raffael Barrios/Umberto Grano and Ken Coffey/Ted Worswick. Other Group 2 runners include a Steinmetz G2 Ascona, a team of three G2 Simca Rallyes, a Koepchen-entered BMW 2002, a team of three Renault Gordinis, and G2 Alfa GTAs, one of which is driven by Mario Finotto.

The Group 1 section is very strong in both sections. Last year Group 1 winners, Autodelta, are again fielding four Alfa GTVs with drivers featuring Carlo Facetti, Massimo Larini, Teodoro Zeccoli, Spartaco Dini and Claude Ballot-Lena. From Britain, comes the A. J. Rivers Camaro for James Hunt/Dave Brodie, three BMW SIs for Roger Bell/Tony Dron, John Handley/Mike Crabtree and Tony Lanfranchi/Peter Hanson, the Wisharts Capri for Gordon Spice/John Hine and another 3-litre Capri for Nigel Clarkson/Jeremy Walton. Other interesting Group 1 contenders are a team of four works Opel Commodores with drivers including Teddy Pilette, Christine Beckers, Liane Engeman and Paul Joossens, a 7-litre Chrysler Hemi-Cuda for Pierre-Yves Bertin-champs/Yves Deprez and numerous other BMWs.

Pit and Paddock

No change in CanAm

There is, after all, to be no change in the CanAm regulations. The proposal to make the 1974 series for 3-litre racing/5-litre stock block sports cars was firmly rejected at a recent meeting of race promoters called by the Sports Car Club of America and the Canadian Automobile Sports Club.

The proposal is said to have come from Les Richter of Riverside. It was circulated to European F1 and sports car manufacturers, whose general reaction was favourable, but the CanAm race promoters were adamant; no

major changes of this nature.

A change will occur, however. From the Watkins Glen event (July 22) all future CanAm races will be run in two 100-mile heats, ostensibly to reduce the amount of fuel carried by cars by some 50 per cent. In some instances the heats will be staged over a two-day period.

The same SCCA bulletin also confirmed that discussions are taking place with the Interserie Association to create a world series for these Group 7 monsters for 1974.

GRD link with Morand

Following the merger of GRD and DART, details of which were announced last week, Mike Warner has revealed details of an ambitious link with Swiss engine builder Louis Morand.

"The first stage," said Warner, "is a works contract with DART Racing with GRD for the supply of six Formula A engines, three for America and three for Europe. The engine for 1974 is being specifically designed in conjunction with our new Formula A car and will incorporate a very low centre of gravity which will allow the car to be very small and compact. Jo Marquart will be going to Switzerland for a six-week period working at Morand on the joint project."

The Morand link is in keeping

with Warner's declared ambition to compete on more equal footing with the major car manufacturers. At the time of the DART/GRD link, Warner commented: "This merger has been necessary for GRD to race on an equal basis against established works teams. We have now established a foundation from which we can build up over the next five years, with the knowledge that we can compete on equal terms."

DART/GRD plan to compete in 2-litre sports car racing next year — undoubtedly with a V6 engine from a Japanese manufacturer — in F5000 (with Morand engines), and in F3 (with Holbay power). The decision to race F2 depends upon a revision of the current CSI financial scale.



The new Leyland P76, its 4.4-litre V8 Rover-based engine may be seen down under in F5000.

Leyland's new P76

British Leyland last week announced details of their worst-kept secret project, the Australian designed, developed and manufactured Leyland P76. The company plan to import 3,500 units per annum next year to retail through Rover-Triumph dealers. The price is expected to be in the £3,500 to £4,000 bracket.

● Robert Arnott's appeal against his disqualification at Mallory Park on Spring Bank Holiday Monday was rejected at an RAC Tribunal last Monday, but Mr Arnott's repeal fee was returned as it wasn't considered a frivolous objection.

The large, American-style car is offered with either a six-cylinder 2.6-litre ohc engine developing 121 bhp or with a 4.4-litre aluminium V8 which produces 192 bhp. The car is aimed mainly at the Australian market, in which General Motors-Holden, Ford and Chrysler already have similar models.

● Roger Manning will be out of racing for a few weeks following a nasty mishap during the Formula Ford race at Mallory Park last weekend. The radiator of his Air Call Elden boiled over and blew off a hose clip. Roger was severely burned by the boiling steam and water from the waist down, and will probably have to spend some time in hospital.



Gardner's Camaro leads Rouse's Escort and Bourgoignie's Capri at Nivelles.

Gardner wins in G2 at Nivelles

A Belgian Kent/Castrol G2 championship round was included at Nivelles last Sunday with a strong British entry. In the over 1300 cc race Frank Gardner once again made the trip across the channel to take the laurels in the SCA Camaro. Andy Rouse, in that incredibly quick Woodman/Broad-speed car gave chase until Claude Bourgoignie squeezed past in his BP Capri RS2600 to hound Gardner. Andy only dropped back 8 s by the flag to take the 2-litre class and lap everyone in the process including Peltier's 3.2 BMW CSL.

The 1300 class was also a ding-dong. After Dutchman Hans Deen in an Alfa 1300 GTAJ had taken the initiative, Peter Hanson and Vince Woodman got their 1300 Broadspeed mills on the cam and the race was on. Hanson's Barbarians-entered Escort was first to get to the front but Woodman had him after a couple more laps and then, as they were cruising

away from the rest, it all happened.

An unidentifiable Alfa came round like a wartime convoy destroyer — just a ginormous cloud of oil smoke and dumped everything he had right across the track at the entrance to the first chicane! Leaders and back-markers came hammering round the bend and, without any warning, they were going in all directions. A Mini went straight on and then Hanson arrived, lost all steering and hit the Mini an awful wallop right amidships. A justifiably annoyed Peter disappeared back to his hotel to cool off whilst Woodman in the Esso Uniflo car, who had avoided the mêlée, cruised on to victory and a new lap record. The damage might have been avoided with some more alert marshalling and all this happened right under one of those electronic warning gantries from Marlboro' — but no one pressed the button!

Zandvoort off

Just as we were closing for press, Motor Circuit Developments informed us that the Rothmans Formula 5000 Championship round scheduled to take place at Zandvoort this Sunday had been cancelled.

The CSI were making an inspection of the circuit on Tuesday, and they did not find the circuit to their satisfaction. Following the Santa Monica cancellation, this must come as a setback to the Formula 5000 contingent. New contenders due to make their debut at Zandvoort were Trevor Twaites in the ex-Colin Hyams Lola T330, Willie Green in the Hexagon Trojan and Terry Sanger in the ex-McKechnie Lola.

BMW's finished first and second in last weekend's Nürburgring 24-Hr saloon car race. The winning car in this non-championship event was driven by Niki Lauda/Joisten, who were followed by Brian Muir/Han Akersloot. Ford salvaged third place, with an RS Capri driven by Hans Heyer/Klaus Fritzinger.

New sponsor in F3

Making their debut last weekend at Brands Hatch was the new Mitford Group/Team Eldon Formula 3 effort in the hands of Andy Sutcliffe which we forecast last week. Using last year's Holbay, he finished third in the Lombard round. In future, he will be joined by Mike Catlow, who did so much testing on the first Elden F3 car to appear, the Mk 9. The cars campaigned by Mitford are Mk 12s, not Mk 8s which are of course the early FF model.

Mitford managing director is Ken Appleby, who is well-known in motor racing circles for driving cars from Cooper S to Costin Nathan and F3 cars. The Mitford Group are concerned with transport, warehousing, trailer hire, freight forwarding and delivery, and Appleby is quoted as saying they will be in racing for a long time to come.

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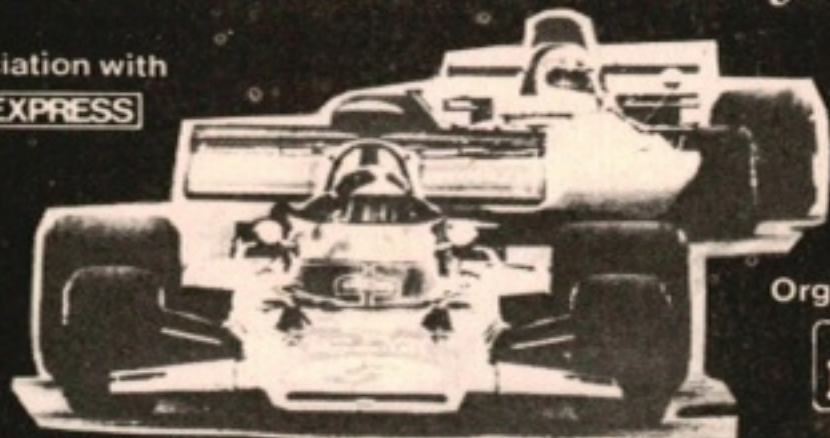
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SILVERSTONE

Saloon cars provide the main ingredients to the Tricentrol Trophy meeting at Silverstone this Sunday, and the main event is the Tricentrol Trophy for special saloons over 1 litre, in which Mick Hill's latest 6-litre Boss Capri makes its debut. Opposition comes from David Howes' AM Javelin, John Elton and Tony Strawson in Falcons, Russell Bird's Ford Galaxie, Bill Cox's Capri-Chrysler, Tony Hazlewood's Daf-Buick 55, Brian Cutting's Escort V8, Bob Torrie's Escort, an un-nominated driver for the second Boss Capri, Dennis Nott's Chevy Escort and Peter Shelton's GT40-engined Cortina. Certainly a good line-up of heavy "metal," with Sedit Bell's Mini doing its best to embarrass them from the 1300 class.

The Castrol production saloon races see another confrontation between Gordon Spice's Capri and the BMWs of Tony Lanfranchi and Roger Bell, with opposition from Stan Clark and John Handley in 2-litre Alfas and Capris for Mike Crabtree, Tony Shaw, Mick Hill and John Brindley. In the £1,050 to £1,500 race, Allan Wilkinson's Mexico will be doing its best to match Bernard Unett's Hunter GLS with the Firenzas of Barrie Williams, Tim Stock and Denis Throne sure to produce lots of action.

The Motorcraft Mexico Challenge race sees all the regulars entered, headed by Whizzo Williams, David Da Costa, Rod Mansfield, Mike Crabtree, Stuart McCrudden and Gillian Fortescue-Thomas, and another race which should provide close-racing is the Tricentrol clubmen's championship round with Sid Marler, Stuart Glass, Andy Diamond, Frank Sytner, Vernon Davies, Richard Cresswell and Richard Groombridge among the packed entry.

Two single-seater races complete this top-class day's racing, with a 20-lap Lombard North Central Formula 3 qualifier featuring all the contenders who aren't at Paul Ricard. Leading names at Silverstone are Matt Spitzley, Jose Santo, Andy Sutcliffe, Richard Roberts, Bernard Vermilio, Neil Ginn and John

Macdonald. Finally, there is a Jaybrand libre event which includes Bobbie Bell's BRM P83, John Jordan's McLaren M6B, and Alex Seldon's Brabham BT30/36.

Seven races in this programme which starts at 2.45 pm with practice from 11.20 am to 2.20 pm.

CROFT

The outright circuit record could well be broken at this Sunday's Croft meeting when a round in the BP Formula Atlantic Championship takes place with leading entries from Ray Mallock, Cyd Williams, Colin Vandervell, Geoff Friswell, Bev Bond, Tom Walkinshaw, Stan Matthews and Jim Murdoch.

The STP production sports car race sees another attempt by Chris Meek's de Tomaso Pantera to beat Nick Faure's Porsche Carrera with John de Stefano and Mike Wooley driving similar cars, while John Rhodes' TR6 and Malcolm Wayne and Julien Stock Europas should be leading contenders too.

Among the Formula Ford entries contesting the Tate Trophy are Peter Harrington, Pete Clark, Terry Horrocks and Doug Bassett, while John Absalom's Ginetta shouldn't have too much trouble in the mod sports race. Richard Simms' Chevron B19/21 heads the sports car entry, while Esso Uniflo special saloon contenders feature Doug Niven and Keith Bowmaker in big Escorts, Chris Meek's 2-litre Escort, Bill Dryden's Firenza, Tony Sugden's Escort and Geoff Wood's Mini-Ford.

First race starts at 2.30 pm.

● Clubmen's meetings take place this Sunday at Snetterton, Brands and Lydden. At Snetterton the Romford ECC have seven races planned and among notable entries are Ali Husein's Camaro, Rosen Nash's 7-litre Mustang, Roy Yates' Zodiac-Chevrolet, Brian Hough's TVR Tuscan, Harry Phillips' Corvette, David Ham's Lister-Jaguar, Ian Mowby's Lotus 69, Henry Candler's March-BMW and Malcolm Clube's McLaren M1C. First race starts at 2.30 pm.

At Lydden, TEAC have nine races with national rounds in the Super Vee, Monoposto and F4 championships highlighting the day. Local saloon interest is provided by John Homewood's Imp, Peter Shepherd's Mini and Brian Davison's Viva. First race starts at 2.45 pm. At Brands there's a Festival of Speed meeting where the motor racing ingredients are restricted to Townsend Thoresen FF, Kent Messenger saloon, unlimited saloons and Shellsport Mexicos. First race starts at 1.20 pm.

BRIEFLY . . .

● John Fitzpatrick, last year's European GT champion and winner of the Porsche Cup, has been forced to withdraw from his arrangements in this year's GT Championship with Erwin Kremer and his Porsche Carrera, because of clashing dates between the GT rounds and the European G2 Championship, in which he drives for Ford.

● Spectator attendances at Silverstone last weekend for Saturday's Air Display and Sunday's drag meeting were 10,000 on each day.

● The Formula 2 Championship race scheduled to take place at Osterrehring on July 8 has been cancelled. Seeing that the organisers expected the race to be run at a loss, the only reason they were continuing to hold it was because they had been assured of a good date for next year. However, the national Austrian body has given the race to Salzburgring next year, so the Osterrehring promoters are no longer interested in staging the race this year.

● Alan Minshaw has foreseen Porsche 911E power in the STP Production sports car championship to contest the next class down in a Europa. Minshaw found the opposition in the Carrera dominated class (although Chris Meek's de Tomaso won last weekend) too strong.

● Another award for the Avon Motor Tour of Britain. Journalists taking part in the event will be eligible for the Beaufort Cup

presented by Myddleton Hotels. The silver trophy will be presented to the journalist establishing the best performance on the 1,000-mile tour.

● Mario Andretti's CanAm challenger is due to make its debut at Road Atlanta on July 8. The car is the M20 Denny Hulme over-turned at Atlanta last year and uses a Gene Crowe turbocharged Chevrolet engine.

● John Pope is currently building a device to scare the special saloon boys: A V8 Aston Martin Vantage-engined Vauxhall Viva. Prospected debut is the Boxing Day Brands.

● Parnelli Jones and Bill Stroppe were the winners of the recent Baja 500 desert race. They completed the course in 12 h 18 m, despite three rolls at separate points along the route with their Ford Bronco.

● A usually well-informed Melbourne source reports that Graham McRae is anxious to use a Repco V8 in the 1974 Tasman series. Apparently Repco and McRae had some preliminary discussions prior to the 1973 series, but nothing came of it because the Repco Engine Development Company was stretched to provide engines for Frank Match and the Adelaide-based Ansett-Elfin team. Things could be different for the next series, but no one is making an official utterance at this stage. Allan Rollinson was another who knocked at Repco's door after Ansett-Elfin's John McCormack narrowly held off Rollinson's strong challenge with the help of a Repco V8 in this year's NZGP.

● Ladbrokes currently make Tony Lanfranchi favourite for victory in the Avon/Motor Tour of Britain, which takes place next weekend. The odds quoted this week were:

Lanfranchi, 4-1; Roger Clark and Gordon Spice, 5-1; Vern Schuppan and Mick Woolley, 6-1; Roger Bell and Frank Gardner, 7-1; Bernard Unett, 8-1; Graham Hill, 10-1; Tony Fall, 12-1.

Have Ladbrokes overlooked Dave Matthews, John Handley, Adrian Boyd and James Hunt? Their odds (not quoted) are longer than any of the above, and must be good for a flutter.

By Barry Foley

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Jarier dominated practice and the races at Rouen.

ROUEN

Jarier's marred win

By IAN PHILLIPS

Photos by PHIPPS PHOTOGRAPHIC

Rouen was a very sad place on Sunday while witnessing another walk-away European F2 championship win by Jean-Pierre Jarier. The tragic accident which took the life of Gerry Birrell, one of the sport's most popular drivers, on Saturday afternoon cast a shadow over the whole meeting. After the accident during Saturday's final practice, which was caused by a punctured front tyre, there was much mismanaged arguing with the organisers which nearly resulted in the race being cancelled. A chicane was installed in the circuit for the racing on Sunday in an effort to curb the very high speeds which are attained at the venue. It was received with mixed feelings and itself caused a very nasty accident for Ronnie Peterson.

The racing was dominated throughout the weekend yet again by BMW-engined cars, although for the first time one of them was fitted to a Brabham. After Jarier stormed away with the first heat, Roger Williamson looked set to do the same in the second in his new March-BMW until it ran its bearings allowing Wilson Fittipaldi to take the laurels with the new Schnitzer BMW-powered Brabham BT40. The final, however, was no contest, Jarier pulling out a 30 s lead in nine laps before spinning, stopping and restarting all without losing his lead which was nearly 20 s by the end. Jochen Mass drove another determined race in the works Surtees to take second ahead of Tim Schenken (Motul), Jacques Coulon (March-BMW), Wilson F., and Patrick Depailler (Elf).

PRACTICE

The Rouen F2 meeting is generally regarded as one of the best meetings in the F2 calendar. The 3.424 mile circuit utilises 90 per cent of public roads and it combines to make one of the most testing circuits in the world, for drivers especially. Since the introduction of the special permanent circuit link last year, there have been no further changes to the layout of the track although a great deal of it has been resurfaced and armco barrier lines virtually the whole circuit. One or two people were very disturbed to find while walking around the track on the first day of practice (Friday), that the armco had in fact been resited since last year and in the majority of places it was possible to lift it in its loose earth setting and wiggle it back and forth by at least six inches in each direction. This was pointed out to several drivers by two disturbed journalists but no action was taken. Unfortunately, as is so often the case, it took a fatal accident before anyone thought about it.

The tragedy occurred in the final session on Saturday afternoon. Gerry Birrell was just starting to go really quickly in the works Chevron B25, having missed the previous day's activities while the works cars were kept in customs, when a front tyre deflated as he entered Six Freres, the third of the flat out fifth gear 155 mph downhill corners. With both front wheels locked the car failed

even to start taking the corner and poor Gerry hit the barrier head on. The armco opened up and although the car was not badly damaged considering the force of the impact, tragically Gerry, one of motor racing's most popular figures, succumbed to his injuries soon afterwards.

Everyone was stunned and deeply shocked. There was anger in most people that sadly this famous circuit had claimed another life. The anger was increased by the failure of the organisers to communicate with those involved; so bad was the situation that the normally calm and diplomatic Emerson Fittipaldi had to resort to physical violence before he was able to go to the scene to inspect the circuit and decide on future action.

After things calmed down it became obvious that now, after the tragedy, the drivers were going to start creating about the safety of the circuit even though they had practised happily for two days without a hint of dissent. Suddenly the circuit was too fast and the safety precautions were not up to the speeds that the cars were travelling. The downhill section of the track is probably the fastest part of any circuit that F2 goes to during the year. The same top gear is used as at Hockenheim and Monza; it is engaged in front of the pits before the long downhill section is started. To be competitive it is necessary to take the next mile or so absolutely flat out including three bends, a right, left then right again. The track is

wide enough for road cars to go comfortably single file in each direction. On both sides is an earth verge about six feet wide and then the improperly laid armco. Taking this section flat out necessitates using all the road. If anything goes wrong there is no alternative but to hit the barriers. Unsafe?

Certainly, but it took a major tragedy for somebody to say so, and it was no more unsafe than it had been before. A drivers' meeting was called headed by GPDA men Emerson Fittipaldi, Jean-Pierre Jarier and Ronnie Peterson. The press were specifically barred from the meeting but before long first Peter Gethin, then Bob Wollek and then Roger Williamson walked out in disgust at the way things were being handled. The majority seemed to want the event cancelled. When the meeting finally broke up, the drivers had decided to ask the organisers to install a chicane overnight halfway down the hill to reduce speeds. After an initial "no" the organisers finally agreed to this.

But many people asked was this really a serious suggestion? First, was a chicane in the middle of the flat out section really safe? The drivers would arrive there doing nearly 150 mph and then have to slow down and get into second gear to negotiate a ridiculously narrow chicane in what was a narrow enough road to start with. It was proposed that the chicane should be made of polystyrene bales. If these were knocked away in the race, it would revert to being the same circuit. As already explained, it was possible for a human to move the barriers with no effort so surely a car hitting it at 150 mph would be little different from one at 50 mph.

Whatever, chicanes were put in, but there was no way those barriers would be safe to protect anything. So why bother with a chicane which presented more chances of an accident than before? These barriers were blatantly unsafe and to my mind it was wholly irresponsible of the drivers to press for the introduction of a chicane. It was a clear case of either having to boycott the race altogether, or carry on as before the accident, because nobody had complained until then.

Also everyone concerned themselves purely with this particular part of the track. However the day before, Mike Beuttler had a miraculous escape from an accident on the new part of the circuit. With his foot hard to the floor in fifth gear, he too suffered a deflating tyre in the middle of a fast inconsequential left hand curve. His March-BMW went straight on into and under the barrier. The whole front end was ripped off the car, including the pedals; how Mike escaped with just severe bruising of the ankles and shock is impossible to believe. For some unaccountable reason, nobody concerned themselves with the alarming way the barrier reacted on this part of the track. The attitude of the supposedly safety conscious drivers over the weekend was puzzling in the extreme.

Luckily the rest of practice was without major dramas. To be fast at Rouen not only do you need a quick car and engine, you need to be brave. Jean-Pierre Jarier had all three qualities. There never seemed any doubt that the championship leader, who exactly a year ago was struggling round the same track in a year-old F3 car, was going to plant his works STP-March on pole position. With the lap record standing to Mike Hailwood at 1 m 46.8 s, Jarier got down to 1 m 45.4 s on Friday before a further 1.6 s was lopped off on Saturday. On Friday he had complained of too much understeer and the correction of this led to the rapid times. His team mate Hans Stuck was sent out in an earlier session with more rear wing angle which he found solved the handling trouble but lost 200 revs. When Jarier's turn came, he had the extra wing but the trim tabs on the back of the nose were removed, bringing back the revs and making a perfect combination which culminated in a shattering time of 1 m 43.8 s.

Nobody else got under 1 m 44 s. In fact the next best time was 1 m 44.2 s which was set by Patrick Depailler in the Elf-Coombs

Alpine-Hart, now happily cured of its hub maladies. The batch had been wrongly heat-treated and were very brittle. Depailler's handling of the Elf is a delight. At no time does he appear to be trying 100 per cent. On Friday as Jarier locked brakes and was generally rather untidy in places. Patrick was ultra smooth and it was unbelievable that they should record virtually the same time.

Third quickest and just 0.1 s slower was Jochen Mass in his familiar works Matchbox-Surtees-Hart TS15. Fuel pressure and overheating problems hindered him on the first day and then a blown replacement engine restricted his lappery greatly on Saturday. Otherwise the brave and very determined German would have been snapping at Jarier's heels. Fourth quickest was fellow German Hans Stuck in the second STP March-BMW. Stuck's appearance at Rouen created a great deal of interest, many people wanting to see if he could reproduce his home ground form on a track that was totally new to him. He was certainly impressive for both he and Roger Williamson, who practised in the the same session, were bringing their times down not by 10ths of a second, but by halves at one stage. Stuck handled the car very confidently indeed and was well rewarded with his time. He predicted Jarier's time which was to come later saying that the Frenchman was a little braver on a couple of corners where he was having to brake slightly. Next up and perhaps the most impressive performer was Bob Wollek with the Motul-Rondel Motul M1. With a new Cosworth BDG fitted on Saturday, Bob worked away really hard at a circuit which holds memories of two horrendous accidents for him, and knocked his times down to 1 m 44.7 s which also dispelled doubts about the competitiveness of the Motul whose poor performances at some meetings can be attributed to bad engines.

On 1 m 45.0 s exactly was Roger Williamson in the extremely smart Wheatcroft March-BMW which, other than a few brief laps at Goodwood en route for the ferry, had never turned a wheel. The car in fact was built in just three days by the Wheatcroft mechanics with a great deal of assistance from the factory. Roger was delighted with the car except for a nasty moment on Friday when the rear wing fell off on a very fast curve. His 45.0 s was for a long while the best time of all but just after he had set it, a misfire set in which was only traced to being a faulty contact on the flywheel after the first heat. Colin Vandervell too was in the middle of his quickies when the car suddenly cut out at the back of the circuit and ended his lappery but still with an impressive 45.2 s. Colin of all the drivers was most outspoken in his criticism of the circuit. Peter Gethin equalled this time in the works Chevron-Hart B25 but following his team mate's accident, the car was withdrawn. It is interesting to note that Brian Hart took some times during one of the practice sessions of cars negotiating the Nouveau Monde hairpin. Over a period of nine seconds going in and out of the corner, Gethin was quickest consistently by 0.2 from Williamson, Stuck, Vandervell and Schenken. It was the last-named who was next up on 1 m 45.6 s in his Rondel Racing Motul-BGD M1. Having blown a head gasket on the first day Schenken, like team mate Wollek, worked hard on Saturday and at the end of session he was dropping his times consistently by 0.2 s a lap, his only complaint being that the engine lacked power. Jacques Coulon took a long time to get into his stride with his usual Antar March-BMW, being looked after for this meeting by Brian Lewis Racing, but managed to get down to a respectable 46.2 s by the end. Just 0.1 s slower was a very happy Wilson Fittipaldi with the new Schnitzer BMW engined works Brabham BT40. It had taken a great deal of hard work to fit the first engine to the chassis but no major modifications were needed and the car even used the same rear frame. Wilson only had a cooking saloon car engine



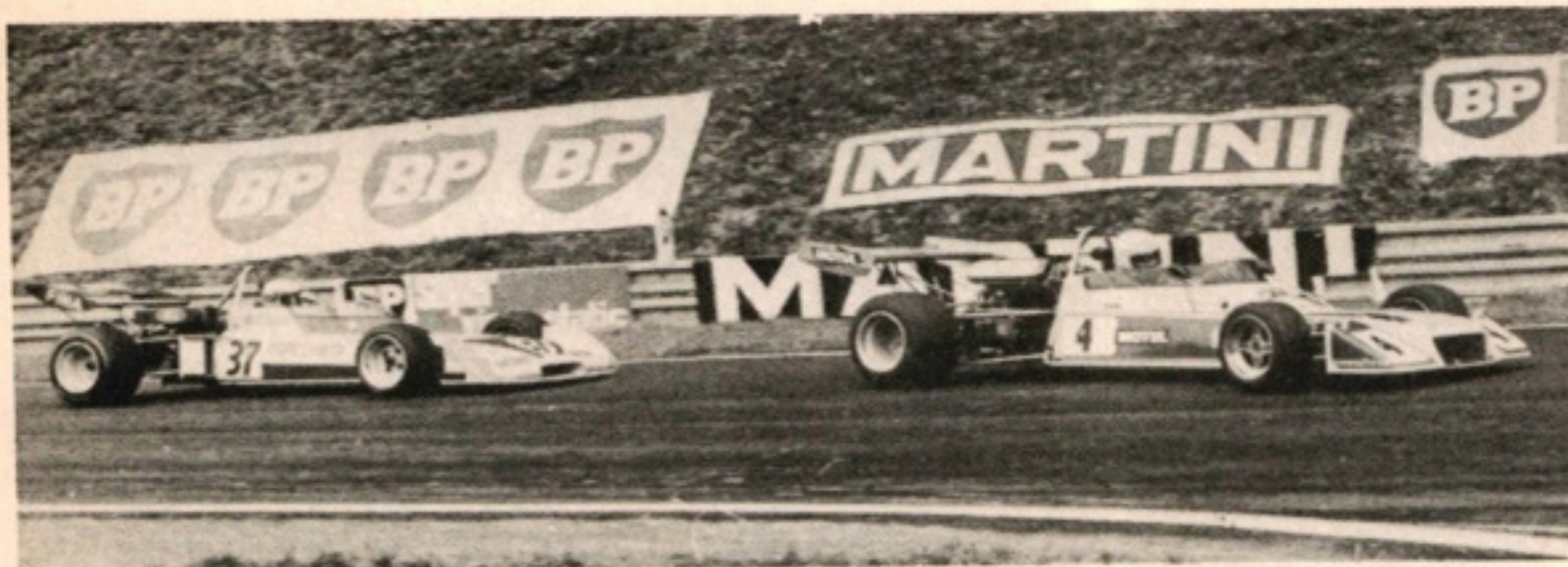
Wilson Fittipaldi, the first heat winner, here leads Patrick Depailler's Elf.

for the first session but this was replaced with a screamer for Saturday. Unfortunately just as he really got going for the first time in F2 this year, he was stranded at the hairpin when the engine cut out. Replenishment in a certain area cured this however. On the same time at 46.3 s, was Jean-Pierre Jabouille who was having his first F2 outing in the second Elf-Hart since Nurburgring. He was very unhappy with the handling of the car which Depailler shunted at Hockenheim and this was improved somewhat on Saturday although it required much grafting from Jim Charman and his men to get it right for Sunday as the chassis was still definitely tweaked.

Reine Wisell just seemed to be lacking in horsepower with his BDG powered Pierre Robart GRD which did 46.7 s while Brett Lunger had exactly the same trouble with his semi-works Chevron which retained its Alan Smith rebuilt Hart engine which he used at Nivelles. Brett is still taking his time learning that driving an F2 is very different from chucking an F5000 car about. Tom Pryce equalled Lunger's 46.8 s in his Titan Properties Motul-RES BDA M1, wondering after his first experience of the downhill section if F2 was really that good after all. Like the professional he is, Tom plugged away and continued to impress. Hiroshi Kazato had clutch trouble with his Team Nippon GRD-BDG throughout the weekend and only got down to a 47.0 s before "the engine make funny noise inside." José Dolhem returned to F2 having hired the second Matchbox Surtees-Hart and did 47.1 quietly while Jean-Pierre Jausaud continued to be unimpressive with his Motul-BDG and could not better 47.3 s before a head gasket went. Way back in 19th place was none other than your actual world champion Emerson Fittipaldi with the Texaco Lotus-Novamotor 74. Following its debut at Nivelles, many changes had been made including new torsion bars, new rear pick up points, different engine installation, and different oil system etc. "So many changes," quipped one mechanic, "that it could be a Lotus 76!" Emerson's engine incidentally had been rebuilt by Steve Sanville at Norvic Racing engines in Norfolk rather than by Novamotor. All to no avail it seems as he really struggled to get to 1 m 47.6 s, a time he bettered in last year's Lotus 69 during the dice with Mike Hailwood. The car is extremely large for F2 and a DFV engined version would seem more proper. His team mate Ronnie Peterson was even farther back behind the bhp-less GRDs

of Sten Gunnarsson and Tetsu Ikuzawa. Ronnie was lucky to be able to put in more than two flying laps at once before all the oil was blown out "by a pump which I think is supposed to blow out air not oil." It had an engine change on Friday and after Saturday, the oil system was changed to original specification. Just three people were slower than Ronnie, first was Dave Morgan in Ed Reeves' Chevron, then Brendan McInerney and François Migault. Morgan's Wood BDAs have served him really badly this year and again at Rouen it took just three laps of practice for one to inwardly digest and reject its internals. His solitary spare already had 600 miles logged up and was supposed to serve for Monza as well. Dave took it easy being none too happy with the handling either and did 48.9 s. On 49.8 s was McInerney's GRS GRD-Racing services looking a great deal quicker through the corners than the time would suggest. For the race he hired a BDG from Roger Williamson. Poor Migault running the singleton Pygme-Racing Services MDB18 still had the fuel system misfire which has plagued him all year and could not better 54.0 s.

After the chaos on Saturday night, things were more settled on Sunday morning as the cars prepared for 45 minutes untimed practice which was due to start at 8.15. The stupid chicane had been built overnight. In fact it could only have taken a minute at the outside to build it as it consisted of four polystyrene bales placed two-by-two on either side of the road with a gap of about 10 yards. It was sited midway along the straight separating the first right hander and the left curve. Emerson did two laps to test it before everyone else was allowed to go out. Jarier reckoned it added 7 s to his lap times although he still managed to get round in 1 m 48 s. "without the chicane I could do 42.4 s today!" To prevent any heroics under braking, overtaking was not allowed in the 200 yards before the chicane, this being enforced by permanent yellow flags which one or two drivers blatantly ignored on occasions. The whole thing was an absolute farce really as it was possible to clout the bales which then broke into tiny pieces and left a clear flat-out run for those following. Ten marshals were stationed at the site to replace the bales every lap. And yet it only slowed the cars significantly just for the left hander. Jochen Mass claimed that he was going through the last right hander only 200 revs slower than without the chicane (which required the cars to be in



The dice for second place centred on Tim Schenken (Rondel, No 4) and the eventual runner-up, Jochen Mass (Surtees).

second gear). Jarier reckoned he was some 800 rpm down while the dear old Lotuses were 1500 rpm adrift. The unofficial session accounted for three further runners also. Morgan and Gunnarsson both ruined their engines while Depailler's crown wheel and pinion went. The first two did not start while Depailler took over Jabouille's car and grid position (!) so for his heat pole position was vacant.

It was not all settled then however. Suddenly the organisers wanted all the drivers to sign an indemnity because they had asked for the chicane to be installed which had not been licensed by the French Minister of the Interior. "No way do we sign indemnities," said the drivers and they dispersed. Fittipaldi E. goes to work again on the organisers. Half an hour later comes the final word from the organisers, "OK you can all start—we take responsibility." Two warm up laps and 20 minutes later the first heat runners were lined up for 20 laps of the "new" Rouen. In selecting the grids the organisers took alternate times. That meant fastest man Jarier was on pole with third man Mass along side him for heat one. Ron Dennis had to request that Jaussaud be transferred to heat two, however, as he had a cracked engine frame which needed welding up. Less Jabouille also, this meant that there were just 10 starters.

HEAT 1

It was Jarier who made the best start predictably, chased by Mass and the rest. At the hairpin at the bottom of the hill, Jarier had 20 yards over the Surtees but Jochen left his braking late. Very late. He almost got inside Jarier but the March nipped round the bend as Jochen fought to hold the road. He succeeded in staying on the track but Mass was never so close to the March again. Jarier immediately opened up a 2 s gap which he maintained for some time. Mass' second place was never in doubt after Vandervell tried too hard at the hairpin on the first lap and nearly went straight on, letting Wollek and Coulon through before he recovered. Lunger, Ikuzawa, Kazato, Migault and Schenken completed the field. Tim's Motul had failed to start on the line and he needed a push after they had all gone and he wasn't penalised either. By lap five Jarier had started to extend the gap over Mass dramatically by dint of some brake locking at the hairpin and other places. But it was all unnecessary in the end because poor Mass had to park the Surtees with a lack of oil pressure. Wollek had done the same thing on the second lap so Coulon was now second. First place was never in doubt any more as Jarier just stroked home to win by 60.7 s.

Vandervell was really motoring rapidly and glued himself to Coulon's tail but just before their dice took over second place on the 10th lap the green March started to slip rapidly down the lap chart. Jammed in fifth gear for most of the way Colin had big problems. Time after time he coasted into the hairpin searching for a gear before finally finding one on exit and bump starting it again.

Coulon looked really secure in second place until two laps from the end that is. Lunger spun coming out of the chicane which let Schenken, driving a typically quick and smooth race, up a place. Then Coulon's oil pressure started to sag. He nursed the car along as Schenken caught him rapidly. At Nouveau Monde for the last time they were nose to tail and Tim had no problem in passing him and pulling out 5 s on the way to the flag. A further 10 s down on the unlucky Coulon was Lunger while Vandervell soldiered on to the end finishing two laps behind. Ikuzawa plodded round slowly to finish as did the dreadfully misfiring Pygmy of Migault. Kazato was seven laps down after a pit stop to investigate a misfire.

HEAT 2

Eleven cars came to the grid for heat two with of course pole position vacant as Depailler took up Jabouille's place. At the drop of the flag it was Williamson who dragged the lot from his second row place and led to the chicane with Stuck, Wisell and the rest all behind. At the end of the first lap it was still Williamson with Wisell, Wilson F. and Depailler right behind. A small gap led to Pryce, Jaussaud, Peterson, Dolhem, E. Fittipaldi and McInerney. After some time Stuck came by having pitted to have the gear linkage tightened.

On lap two Williamson was clear at the front and starting to pull away despite a persistent misfire. Wisell, Wilson and Depailler were inseparable battling for second while Pryce had started to tag on behind. Emerson and McInerney had to drop back as Dolhem repeatedly clouted the chicane and sent rubbish flying. McInerney in fact only lasted until lap three when he lost it on the new section and damaged wheels and uprights. His disappearance was the only change in the order until the ninth lap when Pryce had to pit with a broken fuel and water pump belt. This was a great shame as he had caught right up with the second three after Depailler had opened up the chicane for him earlier on.

Half distance, 10 laps, was Williamson's last in the lead and the race as he had to stop the March with a lack of oil pressure, something Stuck had done four laps earlier. Half a lap earlier Wilson F. had passed Wisell just past the pits and taken second. This became first of course and for the first time this year a Brabham has led an F2 race, also—significantly perhaps—the Schnitzer BMW engine. Wilson immediately pulled away and was in fact never headed again.

Wisell, suffering brake and clutch problems, succumbed to Depailler's pressure on lap 12 also. The Elf then caught the Brabham and until lap 16 looked ready to pass but then Depailler failed to appear. He clouted the chicane and broke a wheel which required two laps in the pits. This let Wisell back up to second challenged by Jaussaud and Dolhem. Peterson was the first to apply pressure to the GRD but Ronnie clouted the chicane on lap 13 and ended up with a bent Texaco Star in the barrier. He touched the bale with his rear wheel and went hard into the barrier which gave way and let him ride it

for 30 yards before coming to a halt. Ronnie was unhurt but the Texaco star was not. Wisell's second place did not last long though. Like everyone else he had a go at chicane bashing and destroyed a wheel. Rapid work by Picko Troberg's men had him away quickly but Jaussaud and Dolhem were quite out of reach. Finally it was Jaussaud who took second, 5 s behind Wilson and 0.5 s in front of Dolhem with Wisell finally fourth and Depailler fifth. Emerson had an unhappy race. He had to sit and watch as people destroyed his chicane lap after lap before he had to pit to fix a broken fin which lost him three laps. Pryce reappeared before the end finishing six laps behind. Not very inspired racing.

FINAL

Nineteen cars came out for the final, 18 of which made the grid, the unlucky one being Jose Dolhem who was caught out by a part of the track which had been made slippery by a short shower about 30 minutes beforehand. The oil pressure problems on Williamson's, Stuck's and Coulon's engines were traced to faulty pressure release valves. Coulon had a spare which was fitted while Stuck's was usable. Williamson, however, had no spare and became a non-starter. Mass and Gunnarsson both got fresh engines and were able to start the 30 lap race. Jarier once again made a storming start from pole position and led the field round the first lap. At the end of that first lap he had nearly 5 s lead, next time it was nearly 10 s and so it went on until the eighth when he led by 29.4 s. Incredible.

In the other race Tim Schenken led from Wilson F., Coulon, Jaussaud, Wisell, Depailler, Emerson F., Gunnarsson, Stuck, Mass, Pryce, Lunger, McInerney, Migault, Wollek, Ikuzawa and already well back Vandervell who still had only fifth gear. Kazato shunted at the final corner and retired with slight front end damage.

As Jarier did his thing up front, Schenken and Wilson kept a few seconds apart in second and third while Coulon lurked close by in fourth. All eyes, however, were on Mass storming up from the back of the field. His placings went 11th, eighth, sixth, fifth, fourth, over the first five laps. It took a lap to catch Wilson, two to pass and then on lap nine he was through into third. At the very same time there was drama at the front when Jarier made a silly mistake which nearly cost him the race. He had to follow Emerson through the chicane (the Lotus having made the first of many stops) and coming out of it he booted it a little too soon to get by. The tail came right round and he spun down the hill finishing up stationary, pointing up the hill with two wheels virtually kissing the armco. After a slight hesitation he hit the starter button, the BMW burst into life once more and after a giant "wheelie" he was back on his way again with Schenken maybe 3 s away. There was nothing Tim could do about the flying Frenchman though and he immediately reopened that large gap to 15 s. Thus ended the major drama of the race.

So at 10 laps it was Jarier from Schenken, Mass, Stuck (moving up very well through the field), Wilson, Coulon, Depailler (a long way back), Jaussaud, Lunger, Ikuzawa and McInerney, the last four being right out of contention. The Pierre Robert GRDs went out on laps six and seven with engine problems while Migault and Vandervell were plodding on at their own reduced paces. Pryce had a fuel line go and then did intermittent laps before blowing it completely.

The rest of the race held very little interest. Stuck's great drive ended when he spun on his way up the hill and damaged the radiator, this being the final retirement on lap 11. Mass, however, was still motoring very determinedly and slowly he caught Schenken. He caught the Motul on lap 14, tailed it for three laps and slipped by on lap 17. During this time the gap to Jarier narrowed

a shade to 13 s but once Jochen was through it opened out again. Thus the first three positions were maintained to the end although there was some doubt about the Surtees being able to last the distance as the rear wing began to fall off. Schenken closed the gap again significantly but Jochen held him off. Jarier's winning margin was 19.3 s while Mass had just 1.4 s in hand over Schenken. Coulon showed good form in the later stages of the race and caught and passed Wilson, who was giving the Schnitzer engine some real stick in third and fourth, finally finishing some 7 s in front. Depailler was struggling with Jabouille's Elf, its suspension having been rather upset by his heat chicane contretemps, but he brought it home sixth for a couple more championship points. Lunger too turned on towards the end of the race and caught and passed Jaussaud without much problem to take seventh, a lap down. Jaussaud and Ikuzawa were eighth and ninth, a lap down while McInerney was the last of the competitive runners.

Fastest lap went to Jarier at 1 m 49.3 s the only others to break the 50 s barrier being Mass (49.4 s) and Schenken (49.9 s).

Grand Prix de Rouen-les Essarts, June 24
European F2 Championship, round 9
Final, 30 laps 166.290 kms

- 1, Jean-Pierre Jarier (March-BMW 732), 56 m 20.7 s, 177.076 kph;
- 2, Jochen Mass (Surtees-Hart BDA TS15), 56 m 40. s;
- 3, Tim Schenken (Motul-Cosworth BDG M1), 56 m 41.4 s;
- 4, Jacques Coulon (March-BMW 732), 57 m 03.6 s;
- 5, Wilson Fittipaldi (Brabham-Schnitzer BMW BT40), 57 m 10.6 s;
- 6, Patrick Depailler (Alpine-Hart BDA A367), 57 m 40.9 s;
- 7, Brett Lunger (Chevron-Smith BDA B25), 29 laps;
- 8, Jean-Pierre Jaussaud (Motul-Cosworth BDG M1), 29 laps;
- 9, Tetsu Ikuzawa (GRD-Cosworth BDG 273), 29 laps;
- 10, Brendan McInerney (GRD-Cosworth BDG 273), 28 laps;
- 11, Francois Migault (Pygme-Racing Services BDF MDB18), 27 laps;
- 12, Colin Vandervell (March-BMW 732), 24 laps.

Fastest lap: Jarier, on lap 23, 1 m 49.3 s, 182.569 kph.
Heat 1 (20 laps): 1, Jarier, 36 m 22.7 s, 182.845 kph; 2, Schenken; 3, Coulon; 4, Lunger; 5, Vandervell, 18 laps; 6, Ikuzawa, 18 laps; 7, Migault, 17 laps; 8, Hiroshi Kazato (GRD-Cosworth BDG 273), 13 laps. Fastest lap: Jarier, on lap 11, 1 m 48.4 s, 184.085 kph (new revised circuit record).

Heat 2 (20 laps): 1, W. Fittipaldi, 37 m 15.8 s, 178.502 kph; 2, Jaussaud; 3, Jose Dolhem (Surtees-Hart BDA TS15); 4, Reine Wisell (GRD-Cosworth BDG 273); 5, Depailler, 18 laps; 6, Emerson Fittipaldi (Lotus-Novamotor 74), 17 laps; 7, Tom Pryce (Motul-Cosworth BDG M1), 14 laps. Fastest lap: Ronnie Peterson (Lotus-Novamotor 74), on lap 6, 1 m 49.4 s, 182.402 kph.

Championship positions: 1, Jarier, 45 points; 2, Mass, 30 pts; 3, Depailler, 23 pts; 4, Bob Wollek, 16 pts; 5, Mike Beuttler, 15 pts; 6, Vittorio Brambilla, 14 pts; 7, Derek Bell and Vandervell, 10 pts.

NORISRING

Kinnunen again

Despite the fact that one man, Leo Kinnunen, absolutely dominated the meeting there were people who were calling the 200 Meilen von Nurburg the best Interserie meeting ever. Held on Sunday at the imposing yet short Norisring the race, held over two 70-lap heats, had something for everybody. Two factors more than anything else really made the meeting what it was. First the standard of dicing, all down the field was first class, especially in the second heat. Behind Kinnunen the fight waged strong with five different second place men, Willi Kauhsen, Hans Muller-Perschl, David Hepworth for one glorious lap, Teddy Pilette and finally Ernst Kraus. Second overall, however, went to Georg Loos who after second place in the first heat, chased Kraus home in the second having been held up at the start with a jammed starter motor. Secondly the other thing which made the meeting was the number of top teams who brought along their old cars in the search for Interserie gold, installing new drivers in them and ensuring competitive cars further down the field than ever before.

I.W.

Heat One: 1, Leo Kinnunen (5.0 Porsche 917-10 turbo charged), 1 hr 3 m 20.8 s (152.49 kph); 2, Georg Loos (5.0 Porsche 917-10 turbo charged), 1 hr 4 m 08.2 s; 3, Willi Kauhsen (5.0 Porsche 917-10), 69 laps; 4, Michel Weber (8.1 McLaren-McLaren Chevrolet M8F), 69; 5, Reinhold Jost (3.0 Porsche 908-3), 68; 6, Silvio Lasse (5.0 Porsche 917 Spider), 67.

Heat Two: 1, Kinnunen, 1 hr 5 m 24.3 s; 2, Ernst Kraus (5.0 Porsche 917-10), 69 laps; 3, Loos, 69; 4, Jost, 69; 5, Jurgen Barth (5.0 Porsche 917 Spider), 67; 6, Kauhsen, 67.

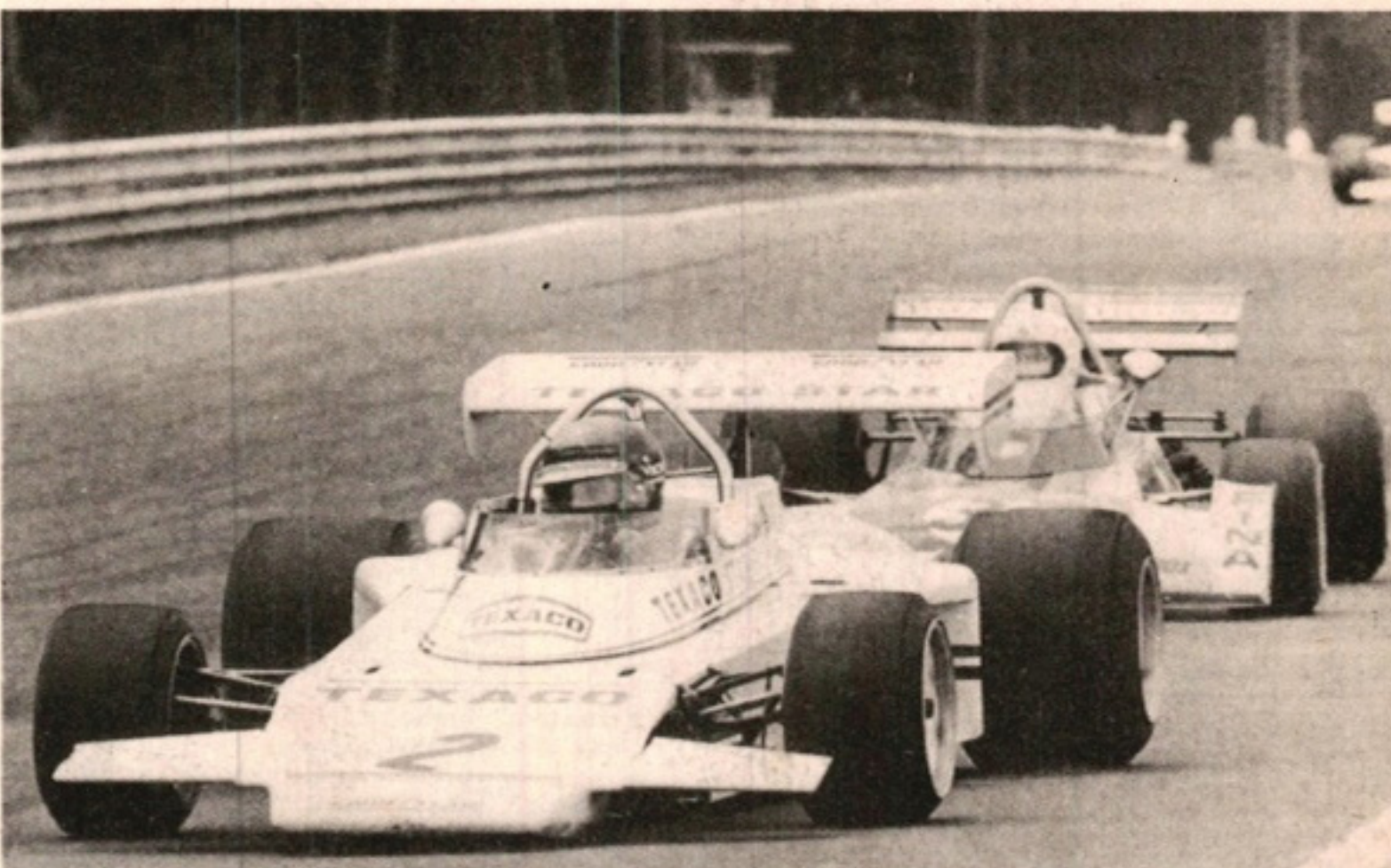
Overall: Kinnunen, 2 points; 2, Loos, 5; 3, Jost, 9; 4, Kauhsen, 9; 5, Barth, 12; 6, Kraus, 12.

Fastest lap: Kinnunen, 52.3 s.

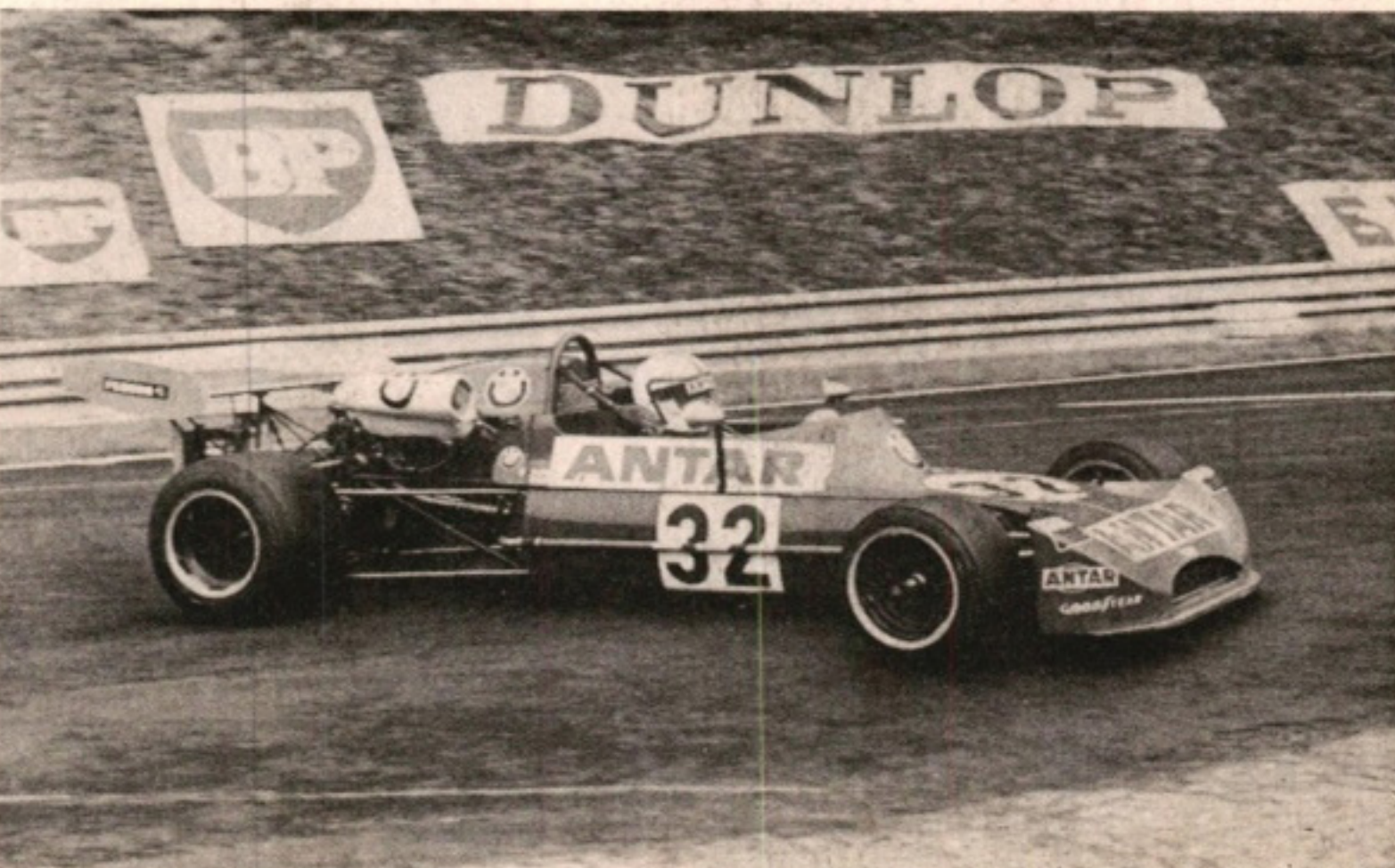
Championship Positions after four rounds: 1, Kauhsen, 73,800 points; 2, Kinnunen, 72,000; 3, Loos, 48,000; 4, Kraus, 39,000; 5, Jost, 29,400; 6, Pilette, 26,200.



Roger Williamson successfully debuted his new March-BMW, leading his heat in front of Wisell's GRD.



Lotus stuck an F1 72-type nose on their Texacos, and here Peterson leads Jose Dolhem's Surtees. Below, Jaques Coulon's March-BMW rounds the Hairpin. He finished fourth overall.





GERRY BIRRELL

The tragic death of Gerry Birrell at Rouen last Saturday has robbed us of a versatile racing driver of considerable ability; of a brilliant test and development driver; and of a friendly, cheerful, helpful and enjoyable character liked by many people.

Gerry was born on July 30, 1944 in Glasgow, where he went to a public school, but as the school wasn't very interested in Gerry's ability of mechanical engineering he left at 15 to join a large BMC distributors in Glasgow where he started a five year practical and college apprenticeship as a motor engineer. Practical experience in this matter was further enhanced as a mechanic on brother Graham's racing Austins A35 and A40. Although he wasn't old enough Gerry used the A40 in sprints and paddock races! After passing his driving test, Gerry's first event came four weeks after his 17th birthday at Charterhall where he drove his brother's A40. Once Graham's A40 had been replaced by a Lotus 11, Gerry swapped its Climax engine for a down-draught A series engine and competed in some *libre* races with it, although gearbox problems stopped him from taking good results. At this stage Gerry was driving anything he could get hold of, which comprised his father's Vauxhall VX4/90 for some hillclimbs. After a promising race at Mallory in 1963, when Gerry was leading—the first time he had led a race—with Graham's Lotus until his visor blew off and he finished third, Graham sold the Lotus and acquired a standard Cortina GT. This was then turned by Willments into a "racing" car and much success was gained, Gerry taking second at Evanton on one weekend only to be shunted up the boot at Croft the following day and the car was converted back to road use.

With Gerry reaching his 21st birthday, he and his brother built a 2 litre Anglia from two wrecked halves for the next season and he won a couple of GT races at Ingliston and took Eric Liddell's lightweight Elan to third

at Croft. Gerry and brother Graham shared the Hartley Whyte Trophy for their successes at Ingliston that year. Next, Gerry was asked to drive a standard Chamois Imp by Claude Hamilton Motors, and after winning the Silverstone 6 Hour relay in standard cars, Gerry talked them into building a proper saloon car. He built up a full race stroked 1166 cc Imp engine for the Chamois and this rapid device won him six races in 1966 together with BMRC Trophy for his achievements. In the next year a light-weight honey-comb floor, Climax engine, wide wheels and revised suspension transformed the Chamois in to an exciting combination and Gerry won the Scottish saloon car championship, Scottish speed championship and was awarded the Ron Flockhart Trophy for the best up-and-coming Scottish driver. During this period, there was the unique occurrence of three brothers racing in the same race at Ingliston, with Graham and Gerry being joined by Iain, who soon after retired. Iain's occupation as a whisky blender prevented him from racing. Graham also retired at a later stage, leaving the youngest Birrell—Gerry—as the remaining racing Birrell until now. Also in 1967, Gerry had a successful go at rallying, preparing and driving the first of the Singer Vogues to be rallied. He was 11th overall on the Scottish Rally, third on the Red Hackle and took second in class on the RAC Rally.

At this stage Gerry was working for Hamilton's as assistant service manager and at the end of 1967 he was invited to drive in the first Formula Vee race in Scotland and he finished second to Nick Brittan after leading him for five laps. Another Vee outing at Rufforth soon after, saw him finish a close second to Brittan again. For 1968 Gerry continued in Formula Vee by accepting a drive from Wooler's in which he flew down to all the English races from Scotland during the season. Gerry dominated the formula, winning his first 14 races and by July he had clinched the national championship as well as winning the Financing's Championship, although he only did four of the latter's six rounds. During this year he also drove one race for Ecurie Ecosse, and took second in an Ecosse-imp at Mallory Park; he also had a go in a home-built FF car from Scotland that year.

For 1969, Gerry then moved to Wooler's to assemble their Formula Ford Crosslé and do the testing work, before an attempt was made on the 1969 European Formula Ford Championship, which Gerry won—an excellent achievement. For his winning Crosslé, Gerry used Avon tyres which looked out of place among all the Firestones, but Gerry proved their worth, so that most drivers switched to Avon within the year; Avon were suitably impressed by his efforts too, making him a racing distributor.

For 1970, Gerry—now married to his charming wife, Margaret—moved in to Formula 3 with the semi-works Brabham BT28 run by John Stanton and Rodney Bloor's Sports Motors outfit. Gerry immediately became a winning combination and won the L'Equipe championship of that year. His three biggest successes were in the inaugural meeting at Paul Ricard and two convincing wins at the August Bank Holiday Brands meeting and against the best Europe could offer in the European Cup race at Thruxton. Gerry's ability was put to use in Formula 2 that year as well, taking over vacant seats on two occasions in the Sports Motors Brabham BT30s. In his first F2 race at Hockenheim in June he led the field brilliantly before retiring with no fuel pressure and at Imola he finished eighth. Also in 1970, Gerry won his class at the Brands BOAC in Andrew Mylius' Gropa—his first proper sports car race.

Having successfully tackled Formula 3, a move in to Formula 2 for 1971 was taken with the backing of John Stanton who acquired a Lotus 69 for Gerry, and the year started well with Gerry finishing second in the non-championship race at Mallory Park. However, the success didn't continue, for the car didn't prove a very successful marque and Gerry was working very hard to get good results. The best European Championship

result was a fifth at Vallelunga. Mixed in with his Formula 2 outings of that season was a year with the British-based Ford Capri RS in the British Touring Car Championship. That too proved a troublesome car, but Gerry's performances were spectacular when the car lasted and, at the Silverstone Grand Prix meeting and the Brands Hatch Motor Show meeting, he picked up two wins. That year Gerry shared a Capri with Rolf Stommelen to win the second part of the Paul Ricard 6 Hours, and take second overall.

In the seventies Gerry became regarded as one of the best saloon car drivers in the world, although the number of wins did not do justice to his remarkable and brilliant talents.

A new Formula 2 March was acquired by Sports Motors for Gerry in 1972 with the backing of Cola Cola, and the season started well again for he finished second at Oulton Park. But, as in 1971 the Formula 2 season was marred by lack of reliability, and apart from wins in *libre* races at Ingliston, the car wasn't often seen. However it was entered for the Rothmans 50,000 where Gerry impressed everyone with a fine drive into fourth place.

Gerry had a full season with Ford of Germany in 1972, running their Escorts and Capris in the European Touring Car Championship. The season started off with him finishing a good third overall and taking the 2 litre class with an Escort at Monza and he finished second with Capris at Spa in the 24 Hour race and at Jarama, while at Le Mans Gerry won the Group 2 section and was 10th overall. The most successful series for him was the South African Springbok series which he and Jochen Mass dominated with the latest works Chevron and Hart engines by winning five of the 3 hour races overall and finishing second to the works Ferrari at the Kyalami 9 hours. For his achievements, Gerry was nominated for the Jim Clark Award, and he was due to receive the award next month.

This year centred around Ford and Chevron, his most notable outing being in the Easter Monday Thruxton Formula 2 race which he was leading until that controversial shunt with Mike Beuttler's March which left Gerry with fourth place. Birrell, as always, was well up in other Formula 2 races with the works Chevron, but was dogged with mechanical problems. Gerry hadn't any success with Capris either this year, retiring early on at Monza and at Le Mans while a certain class win at the Nurburgring 1000 Kms was robbed by a broken distributor drive; he escaped unhurt from a high-speed accident at Salzburgring when a tyre failed on the Capri in practice. Later this year, Gerry was to have made his Formula 1 debut with Chevron, in addition to more sports and F2 drives for the Bolton concern.

As well as his driving ability, Gerry was very much a planner and a thinker when it came to his races and his position in motor sport, but there was much more to Gerry's life apart from racing. He did an incredible amount of work for Ford Motor Company, whether in sorting out their competition programme and cars, or in promotion work for the company; Gerry was much involved with the yet-to-be-announced 2 litre Escort amongst many other projects.

Ford of Europe's director of motor sport, Stuart Turner said on Monday: "Gerry Birrell was not just a brilliant racing driver. In him we have all lost a very close and dear friend, with whom we enjoyed a long and close association—a consistently cheerful, friendly and co-operative man. As a racing driver, he was one step from Formula 1 in which it was simply a matter of time before he made his debut—certainly by the end of this season."

Gerry Birrell's death, at 28, has been a terrible blow to all his friends. Much more so, of course, to his wife Margaret, their twin daughters and his family, and AUTOSPORT offers its most sincere sympathies to them all. He will be sorely missed.

ROBERT FEARNALL

Almost every weekend of the year someone somewhere is competing. Around a track. Or up a hill. Or against a clock. And even more people spend their weekends watching them do it.

One thing they'll be seeing a lot of is Castrol. This year we're sponsoring eight national championships. They include Group 1, Hillclimbs, Autocross, Autotests, Dragging and a whole country-full of rallies.

Then there's Team Castrol, the largest team in Britain. It's been so

successful it won us the Roy James Trophy, awarded for services to motor sport.

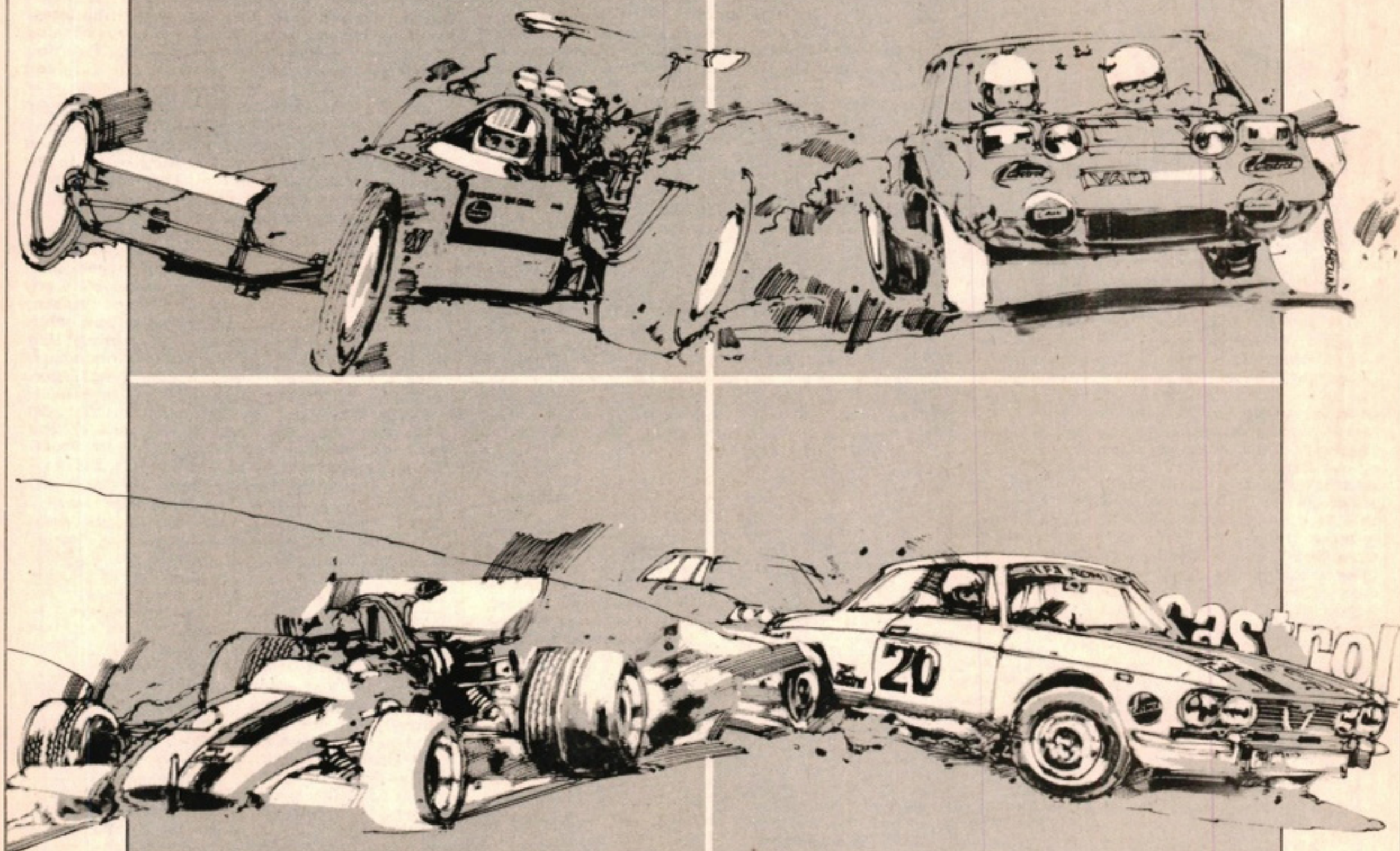
Still, whatever we put in, it's up to you how much you get out. Everything we support needs your support too. Really we're talking to all those people who follow motor sport. Because we want to see more of you. And so do the clubs. It's vital if you don't want to have only quiet weekends to look forward to.

So do like we do.
Get in at the heart of things.

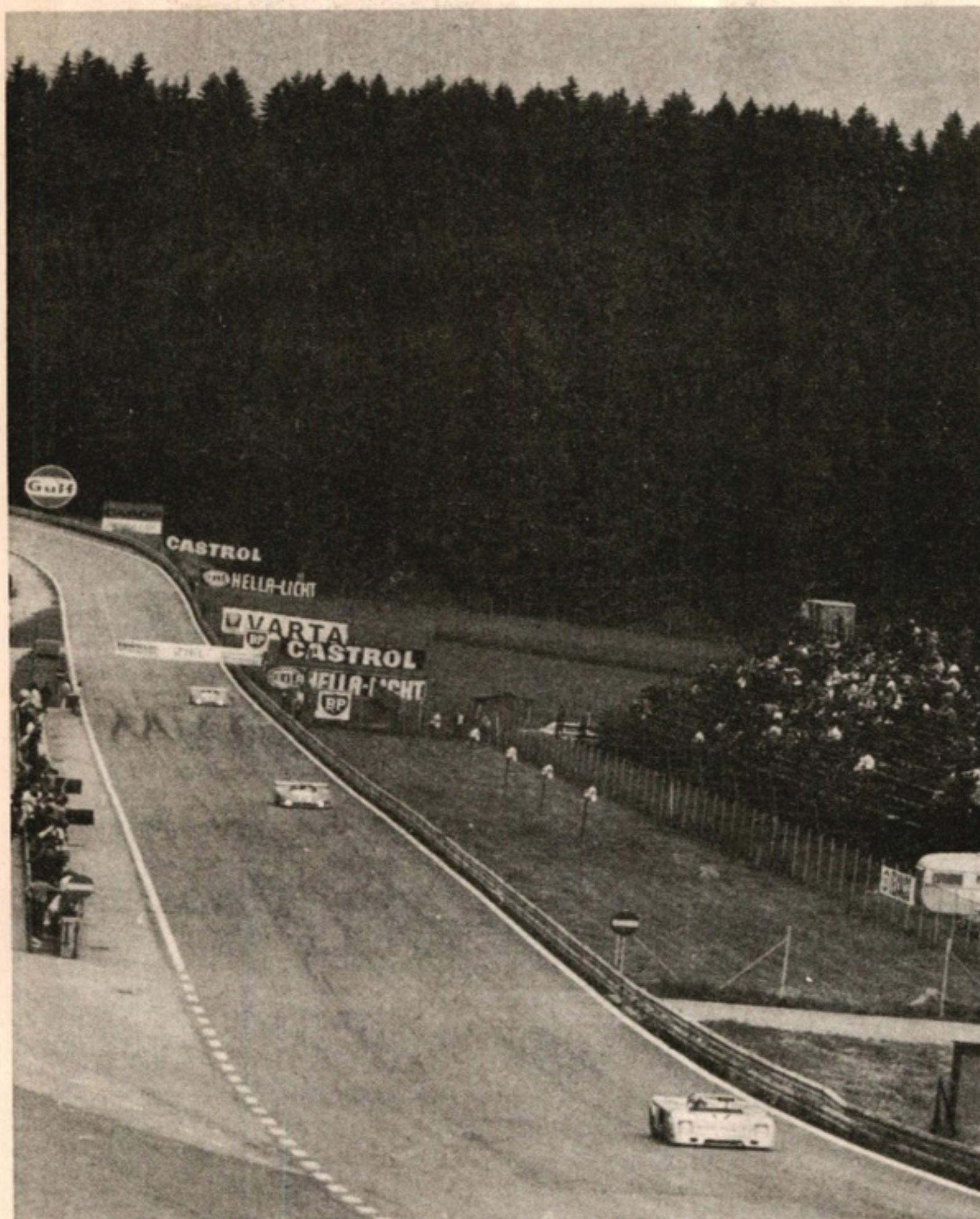
**Put heart in your car
with Castrol GTX.
The high performer.**



**Weekends would be a lot quieter
without us.**



More British motorists choose Castrol than any other oil.



The Juncadella/Bagration Chevron is about to be lapped by the first and second placed Matras.

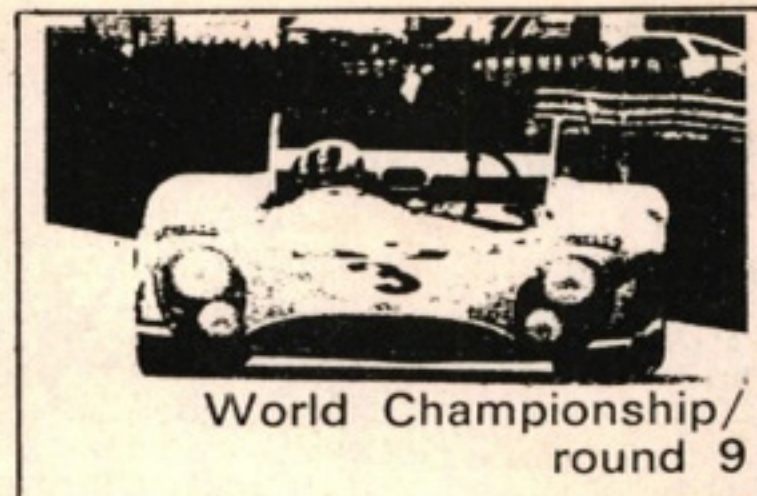
ÖSTERREICHRING

Matra wipe the board

Story and pictures by JEFF HUTCHINSON

Once again at Zeltweg last Sunday Equipe Matra Simca wiped the board with all the current 3-litre opposition when Henri Pescarolo/Gerard Larrousse scored their fourth victory this year. They headed a crushing Matra defeat in the Austrian 1000 Km from team-mates Cevert/Beltoise who ended on the same lap after being delayed slightly with fuel pump problems. Otherwise both cars ran like clockwork. The Ickx/Redman Ferrari 312P came in third after a faultless run, but was simply outpaced, dropping over a lap on the leading car in the 170 lap race. Gulf Mirage put up one of their most competitive performances to date, the Bell/Ganley car challenging the best Ferrari throughout and it was only when brake trouble and a broken exhaust system intervened right at the end that the Ferrari team could relax. A last minute stop for fuel cheated Bell out of fourth place as well, for the sister car of Hailwood/Watson was right behind and slipped ahead three laps from the end.

The new V12 Alfa had many problems throughout the weekend and after a lot of long pit stops failed to qualify, but did at least finish the race. Instead, Alfa's hopes once again rested on the Brescia Corse V8-powered car of "Pam"/Facetti which took seventh place behind the delayed second Ferrari of Pace/Merzario. The old Alfa was 21 laps behind the winning car, although several of these were lost with brake trouble. Finishing on the same lap as the Alfa after its usual trouble-free run was the Müller/van Lennep Porsche Carrera RSR, now looking more strange than ever with a special 917-type tail section grafted on the back. Only 18 cars started the race which was nevertheless an exciting one although there were few spectators after days of rain beforehand. During the race Cevert set fastest lap of 1 m 38.2 s, a new outright circuit record.



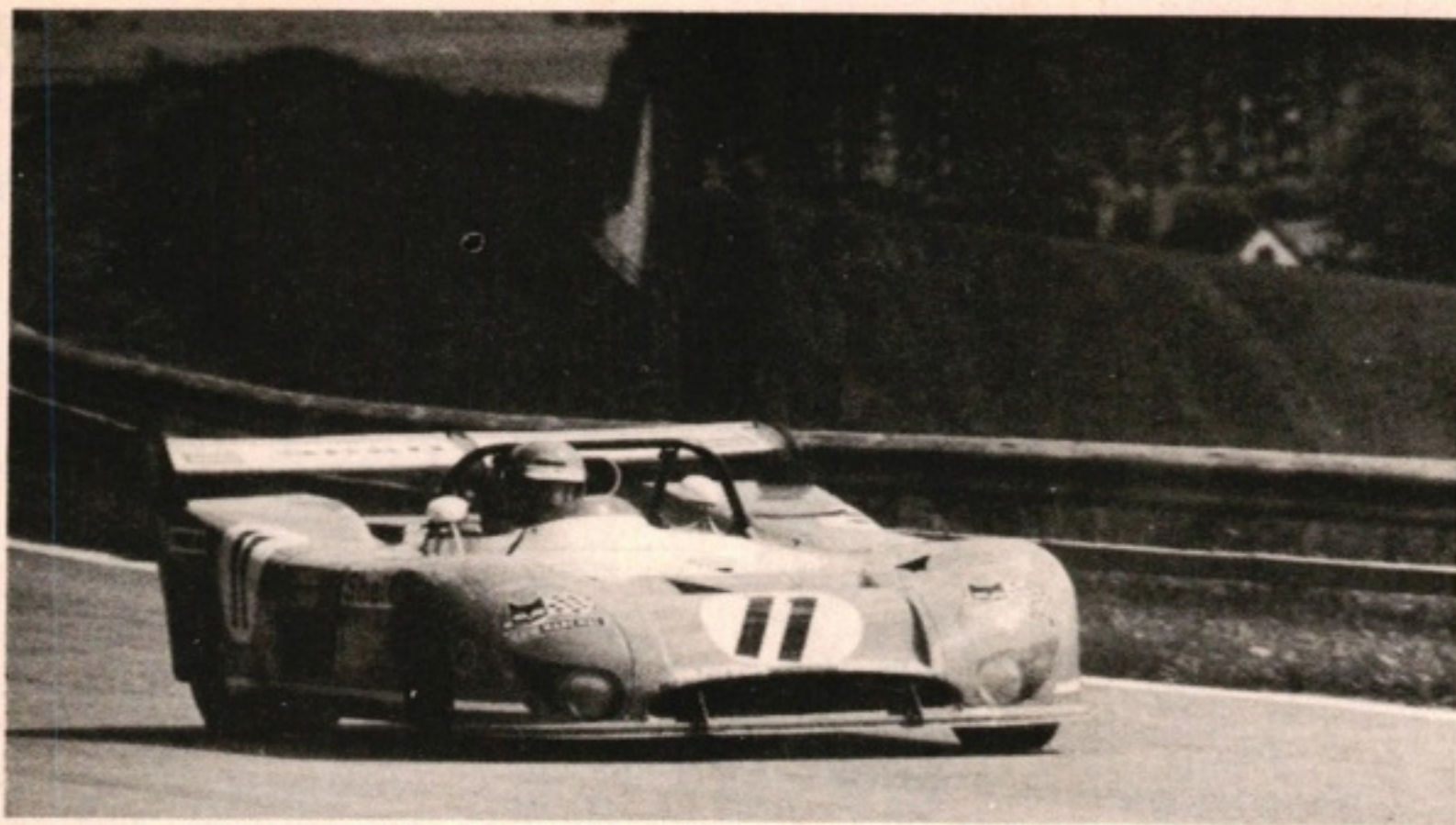
ENTRY

With only 19 cars arriving for the Austrian 1000 Km, held in the beautiful setting of Austria's premier circuit, Zeltweg, the entry for this race could hardly be described as huge. It was, however, still a very good one with the Alfa Romeo, Gulf-Mirage, Matra and Ferrari teams all having entries, the first time all four main contenders have met at the same race. Only the Lola T282 was missing, presumably because of its lack of engines after Le Mans.

It would have been interesting to see how the new Matra 670B would perform in a "real" race after its debut at Le Mans, but unfortunately it was the two familiar old Matra 670s that were unloaded from the huge Matra truck. They wanted to race the new cars, but the lack of spares for the new Porsche/Matra gearbox meant that they could not rebuild the Le Mans boxes, while it would have been a rush preparing the cars as well. The faithful 670s were making their last appearance. Henri Pescarolo/Gerard Larrousse and François Cevert/Jean-Pierre Beltoise were the usual driver pairings, the former's car running a DG300 Hewland while the No. 1 car was fitted with the new, lighter TL200 Hewland being run for the first time although just in practice, the team preferring the tried and proven box for the race. Whether this will alternate with the new Porsche box on the new cars nobody would say just yet. Both the Matras' engines were back up to their usual "sprint" spec, and Matras engine man, Bruno Martin, hopes they have solved the mystery of the crop of small end failures they have had all year. Apparently they now think it was nothing more than an installation problem. When they started the engine on the test bed the few seconds wait for oil pressure was just enough to damage the small end—maybe—so that's why some broke. Since Le Mans they have used an auxiliary electric pump before the engine's pump takes over and they hope this is the answer.

Brian Redman/Jacky Ickx and Arturo Merzario/Carlos Pace were once again paired in the two Ferrari entries. The No. 1 car was running basically its Le Mans-shaped long tail with a drop off towards the rear and boxed spats, although this was also being interchanged with the familiar short tail, open at the back. The front was as at Le Mans with the exception of the extra lights in the middle. The Merzario/Pace car was the one they tried at the 'Ring for the first time, with side-mounted oil coolers and lower rear end, etc, although the nose had become very Alfa-shaped for the first time with no vertical edge before it starts to slope back. Rumours of seeing an even longer wheelbase car were unfounded although one had been testing. A spacer had been put between the engine and the gearbox but the extra long input shaft this necessitated caused bad vibration problems and a lot more sorting out has to be done before anybody can say yes or no to the idea.

Gulf Mirage arrived with their usual two cars, beautifully turned out for regular drivers Mike Hailwood/John Watson and Derek Bell/Howden Ganley. One car was the uncrashed Le Mans car, the other one of the remaining



Pescarolo in the winning Matra, he shared with Larrousse.

two spare cars. Both cars were back to their usual Hewland gearboxes and were virtually unchanged from previous races. Alfa Romeo's big double-decker truck also arrived with two cars, but only one was the new flat-12 cylinder car, the other being the blue and white Brescia Corse-entered V8 car that ran at Le Mans. Rolf Stommelen/Clay Regazzoni shared the 12-cyl car with Carlo Facetti/"Pam" in the older car. The "Batmobile" as the new car was quickly nicknamed because of its unusual shape, could hardly be called that here, for the hump-back tail section had been changed for the more familiar T33/TT shaped back and the two cars looked very similar as they sat in the pits together.

The only other 3-litre prototypes on the entry list were two cars from Porsche looking less than ever like the Carreras on which they are supposed to be based. The car which Gijs van Lennep/Herbert Müller had used at Le Mans had been through the Stuttgart computers to find out why it was so bad aerodynamically and the machine, not surprisingly, came out with a shape at the end something like a Porsche 917. A great long tail hung out at the back with high stabilising fins on either side. The nose also came in for some changes and a deep air dam around the front showed Porsche's current thinking towards the best frontal approach with the same principles as the CanAm car. Neither driver had even tested the car before this event.

Martini Porsche Racing also played safe and brought along the "normal" car seen at Le Mans and the other races which just had the modest deep wrap-round rear spoilers while the easily detachable skirt was also fitted to this car. Drivers were Manfred Schurti/Helmut Koinigg, although no doubt they would end up in the other car if Müller/van Lennep did not like it. Another Porsche Carrera powered car was also entered, the BMW of Kurt Hild/Sepp Greger.

Completely missing from this year's entry was a GT field. Not one Carrera was running—the first time this year and presumably because of the lack of funds to make it worthwhile coming. The 2-litre prototype entry was also very poor after 10 cars did not turn up. Michel Dupont/Paul Blancpain brought their Swiss-based Chevron B23 powered by its "small" 1800 Cosworth FVC which had done 21 hr at Le Mans and had only had a head rebuild since. Another Le Mans car was the Roger Hire car entered by Montjuich/Tergal for Jose Juncadella/Jorg de Bagration. This car also had its Le Mans motor still fitted for it had only done a few hours and it was a "soft" engine built by Alan Smith especially for Le Mans, although still 1930 cc capacity.

Two more Chevrons came from England, the B21/B23s of David Welpton/Peter Humble

and the similar car of James Bell/Herve le Guellec, both cars FVC powered, the former 1800 cc opposed to the 1900 of Bell, this being the Roger Heavens car. The latest 2-litre Royale RP17 was making its second appearance, its owner, Hans Baumhardt, having got Richard Scott as co-driver. One of the quickest pairings entered, however, were Silvio Moser and Gergio Schon, with the only Lola running at this race, a T290 powered by an 1850 Nova-built BDA.

Completing the entry was a very home-built looking machine called the Scorpion JB4 which, on closer inspection, was seen to be the rebirth of the old SAR which had been last seen well and truly stuffed into the Armco barrier at Barcelona last year. It now looks a lot smarter than the original, but is not really competitive in long distance races with a small 1600 FVA engine. Drivers were its designer, John Blanckney and American Ed McDonough, last seen at the wheel of Tony Goodwin's Dulon.

PRACTICE

Official practice was set for 3 hr on Friday afternoon and the same for Saturday. On Friday it was as if somebody had turned the tap on over Austria. It rained and it rained and it rained, but despite this there was no shortage of cars practising, all the leading teams sending out their cars for exploratory laps. In these conditions it was the Gulf Mirages that shone aided by a demon new wet compound Firestone tyre. Bell had managed to keep out of the way and stay dry for most of practice, but reluctantly he had to go out in the end, but managed only half a lap before he ground to a halt with no oil pressure after the oil pump belt had come off. He still had no reprieve, for when he got back to the pits he was sent out in the other car. Looking extremely brave in the terrible conditions he posted 1 m 56.15 s, 4 s quicker than Beltoise in the quickest Good-year-shod Matra. Cevert managed to keep dry and stay in the pits, as did Larrousse with Pescarolo next quickest. The Ferrari drivers were complaining of terrible understeer problems in the wet, the front even getting light on the straight.

Despite the terrible conditions there were few casualties, the only car to go off being the long-tailed Carrera. After the start the track rises up a steep hill which flattens out into a flat in fifth right-hander with a nasty car-twitching dip at the exit. This dip filled with water that varied from lap to lap and when Müller hit it on lap it sent the Porsche spinning like a top along the barrier, denting the back and front ends of the car around wheel height and fortunately not touching the new tail. It was not too seriously dam-

aged and could be repaired for the next day. Alfa Romeo were more out of luck, however, for when Stommelen went out he managed only one lap before an oil pipe, routed through the gear box to the main bearings, broke. This pressurised the gearbox and blew out all the oil, the engine running its main bearings before Stommelen saw the drop in pressure.

After a whole night of continued rain and floods the weather broke slightly on Saturday morning, the only person looking unhappy at the brighter weather being Clive Miller of Firestone who had spent half the night waiting at Graz airport for more supplies of wet tyres to arrive from England. Firestone were out of luck, for by the time the first cars went out in the early afternoon the sun was shining and the track completely dry. The serious work of sorting could now begin, all the cars doing as many laps as possible before threatening rain clouds closed in again.

After 90 m there was a half hour break to collect broken cars, one of which included Welpton's which had been put off on the second lap by Facetti's Alfa. The Chevron had a bad dent in the sill and needed a replacement nose but was otherwise serviceable. Hailwood was just starting to get the feel of things when he spun off and damaged the front and rear body panels. A top link rear suspension pin also had to be replaced. When he did get going again he had another fright when the front wheel almost fell off after the nut had been left loose.

Alfa were in trouble again, for Stommelen managed exactly one more lap on Saturday before the same oil pipe broke again and the car was taken away for its second engine in three laps. The track had been made nicely oily during practice and Merzario managed to slide off and take the front corner off the nose of his Ferrari. The car ran the second half of practice with the Le Mans style nose. Schurti was another to manage an off-course excursion on the slippery track and he returned with a very second-hand looking rear end to the second Martini Porsche which was makeshift repaired for the rest of practice.

During the break it started to rain again, but unfortunately it lasted only a short time and when the sun came out again the track soon dried. Before the rain, however, Cevert set a flying 1 m 37.64 s, bettering Hulme's outright record of 1 m 38.32 s. Last year's 3-litre record had been Ickx's Ferrari at 1 m 41.8 s although Bell set 1 m 40.1 s to take pole position last year. Cevert's time was going to be hard to beat. With Ickx changing rear sections shortly before the end of practice and trying to get the handling to his liking, it did not look as though it was going to be a Ferrari which would beat it. Bell was trying very hard in the Mirage, which looked easily quickest as he took the right-hander at the top of the hill without lifting a fraction at something around 150 mph. He kept his foot hard in over the bumpy exit and despite a frightening looking twitch the car kept the road and looked very impressive. One lap he took a fraction wider line and the rear corner just touched the Armco barrier. He was having braking problems around the rest of the circuit and with a very soft pedal after two or three laps he did not set a really quick time and could not get below his own best of last year.

Nobody got near Cevert's time despite the better conditions after the break. Beltoise's best was 1 m 39.9 s while the sister car took the outside position on the front row with 1 m 38.94 s set by Larrousse, Pescarolo's best before the rain being 1 m 39.1 s. With Ickx doing the comparison tests between the showers it was not really sensible for Redman to try the car, so other than a few wet laps on Thursday, Brian had not driven at all. Ickx set 1 m 39.64 s, just beating the leading Mirage time set up by Hailwood after all his early problems. Mike set 1 m 39.72 s within a few laps, while Watson was going well and was not much slower.

Merzario did most of the driving of the second Ferrari and despite some hairy-looking late braking did not better 1 m 39.98 s.

He headed the third row from the Bell Mirage which had a best time of 1 m 40.54 s, Ganley not doing very many laps as usual. Facetti was next with a best time of 1 m 45.75 s in the second Alfa and looked like he was going to be having a lonely race. The next best time was another 5 s slower, with Moser setting 1 m 50.54 s to head Juncadella with a best of 1 m 51.7 s after sorting out braking problems.

Müller did most of the laps in the long-tail Carrera but was not very fast with a best of 1 m 54.89 s. The only casualty of the second session was when Scott went off in the Royale after changing to intermediate tyres during the damp time, the car ending up with a damaged rear end and broken rear wishbone pick-up point which the mechanics were going to try to repair for the race.

The Dupont car was a very late arrival after the transporter had broken down twice on the way and it managed a few laps of official practice. Like the Alfa it was not credited with a time and had to start from the back of the grid. Because of all the various dramas suffered by some of the cars, the organisers agreed to an untimed sorting session before the race. This saw the Alfa run well—but for a slight misfire. This warming up period was a chance for the Ferrari team to see that everything was working properly after both their cars had had engine changes overnight, as had the Hailwood/Watson Mirage. This unofficial session saw no serious problems other than the Scorpion stop with no clutch, which the team hurriedly tried to rebuild before the start.

RACE

Despite a dark overcast sky the day remained dry and by 1 pm most of the cars were on the grid for the start of the race which eventually got under way about 10 m late. As the flag dropped it was the two Matras led by Pescarolo that went straight into the lead. Ickx made a slow start and Pace left two great curving rubber lines at the start as he tried in vain to pull round and get between Ickx and Hailwood. He tucked in ahead of Bell and "Pam." Stommelen certainly had no plans of being left behind at the start and really got the new Alfa going from the back of the grid coming round in an incredible seventh place ahead of "Pam" at the end of the first lap. Already the two Matras had started to break away from the rest of the field and from the very beginning it looked as though it was going to be Matra's race.

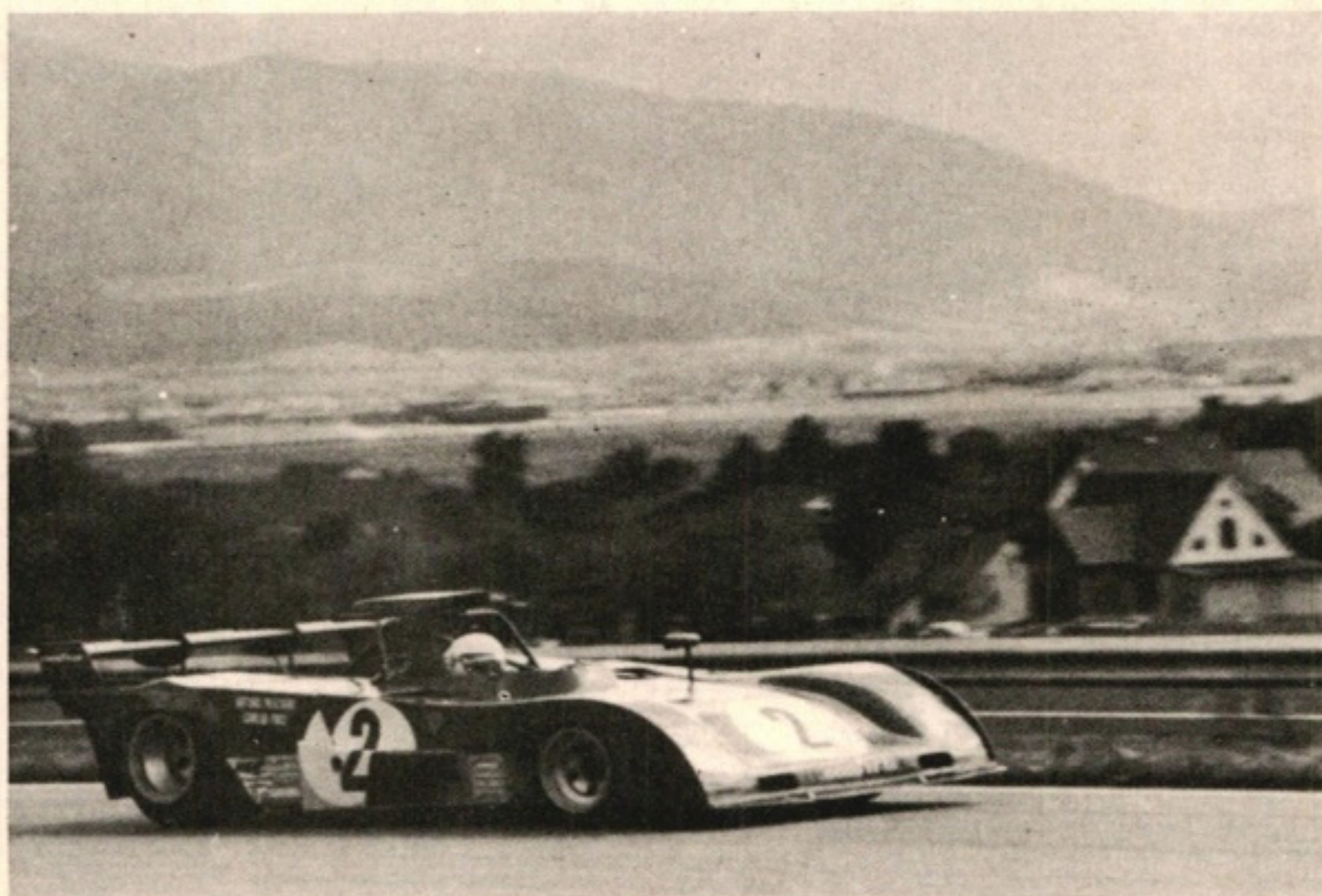
Ickx, Hailwood, Pace and Bell were all closely bunched up behind with Stommelen all alone next soon leaving behind the older Alfa. Behind the Alfa V8 Jorg de Bagration had established himself firmly in the lead of the 2-litre runners with his Chevron. The Moser Lola was in trouble with a misfire from the start and running well down the small, 17-car field which was joined six laps after the start by the Scorpion which did not quite get its clutch repaired in time for the official start. After a few slow laps with fuel feed problems it was retired by the organisers because it was too slow.

As the race settled down the leading Matras slowly pulled away around a second a lap from the rest of the front runners, still being led by Ickx while Pace went ahead of Hailwood on lap 4 to make it Ferrari third and fourth. Moser pitted to see about his misfire and continued a few laps later but he finally went out of the race when the fuel metering unit belt threw off just past the pits and he rolled backwards down the hill, where upon he was disqualified. The Royale was also another early caller to the pits, one of several stops which ended after a total of 20 laps when the clutch gave out.

For the opening laps as the Matras pulled farther into the distance and Ickx also made



Bell/Ganley finished fifth, one place behind their Gulf Mirage team-mates (above). Merzario/Pace took sixth place in the works Ferrari (below).



a bit of ground in third place, it looked as though we might be in for a boring race. But Hailwood decided otherwise, for himself at least. He was having trouble changing into fourth gear and on lap 8 found himself rushing into the corner before the pits with a box full of neutrals. He never did, and found himself spinning, but was able to give a quick smile to team-mate Bell as, at one stage, they were face to face travelling in the same direction at around 100 mph. I doubt if Bell could see the funny side of it.

Stommelen had been in trouble for the previous couple of laps, stopping the lap before the Hailwood incident with a very sick sounding engine. The team diagnosed it as a faulty fuel pressure relief valve, but when that didn't work they stopped again and tried changing the fuel metering unit.

Then the ignition black box, and then the electrics, until finally all 12 cylinders could be heard in some kind of order after a cracked distributor cap had been changed. By this time the car was well out of the race and to carry on was just an exercise,

for they had no chance of being classified.

The lap after Hailwood's moment Pace was in trouble. As he went by the pits he suddenly shot his hand into the air and slowed up after the front left-side tyre threw a great lump of tread through the front wheel arch. He continued slowly around and pitted, the stop taking almost four laps in all when he also had the brakes bled after complaining of no brakes. This put the second Ferrari out of things for the time being at least. His luck was still out, however, for after another six laps Pace was back in the pits to have the front body panel changed after the damaged corner had broken up completely. The only spare section left was the Ickx/Redman car's panel which was fitted very quickly but by then it put the car even further out of the running.

Things remained fairly quiet after this period, both the Matras driving around a few feet apart, Beltoise seemingly making no attempt to try to take the lead. Ickx was still falling back at around the same rate, while Bell, fourth after Hailwood's moment, found

himself with a useful lead over his teammate who was further put out when he ran into the remains of the Pace Ferrari's nose. Bell was neither making nor losing much ground to the Ferrari however. It was just these five cars in the race, with Pace and Stommelen joining in but not really in contention. The "Pam" Alfa T33/TT had been lapped after 12 laps; say no more.

Bagration's healthy lead of the 2-litre class and seventh place overall came to an abrupt end just after the pits when the engine broke a big end bolt with accompanying cloud of steam and oil smoke. Le Guellec took their place and class lead despite being something over a minute behind, but his race came to a similar finish 10 laps later with a rod sticking out the side of the engine. So it was the two Porsche Carreras, the long and the short one, that took up seventh and eighth places at this stage.

The leading cars had started to make their stops after less than one hour, Ickx coming in first after 32 laps while Beltoise and then Pescarolo followed him at one-lap intervals, the Matras were in no way risking their lead, but Pescarolo found himself in second spot as Beltoise went by while he was still accelerating up the pit lane. The two Gulf cars inherited third and fourth from Ickx until they made their stop much later on at the 42- and 43-lap points, which meant they might well go the whole race on three stops instead of four as the Ferraris and Matras must surely do. "Pam" stopped with the Mirages, the Matra and Ferrari teams the only ones not to change drivers.

All the time the gap between the Matras and the rest of the field was growing, but suddenly there was something to get excited about. Beltoise was back in the pits early to announce that the fuel pressure was low and the car was not running properly. Apparently, according to Matra's engine man, either one or more of the engine's four electrical fuel pumps had stopped working and so all the fuel was not being collected from the tank. The car's range was cut to 23 laps. Before Beltoise could get up to full speed again Ickx moved into second spot but then he pitted after two more laps and status quo was restored. Redman was at the wheel although Beltoise stayed in yet again.

By now the pattern had been well and truly set for with the Beltoise/Cevert car having to stop more often, Larrousse/Pescarolo slowly moved ahead. Cevert did not take over until lap 82, by which time Beltoise was looking very tired indeed. The Matra victory never really looked in doubt, but it was not certain who it would be until Cevert's next scheduled stop. He sat in the car, removed his helmet and gloves and calmly replaced the ear plugs which he had forgotten to put in at the start of his session. This took much longer than the normal refuelling, while he also stopped going up the hill for several seconds after all the fuel in the collector pot had been exhausted. He had to wait until he had enough pressure to restart the engine.

This left Larrousse over a lap ahead and although the flying Cevert, who also set fastest lap at this stage, soon caught Larrousse again and unlapped himself there was no way he would be able to pull back a whole lap before the end of the race which, at that stage, was not far off two thirds run. The leading Matra stayed strong throughout and Pescarolo finally crossed the line half a lap ahead of Cevert who may well have challenged for the lead but for his long stop for ear plugs.

It looked at one stage as though Bell/Ganley would take the Ickx/Redman Ferrari for third place when it came in to make its final, extra, pit stop over the Gulf Mirage. But this turned out to be academic, for Bell's chances went on his final scheduled stop which stretched on to nearly 2 m while the front brake pads were changed. Bell pointed to a sick-sounding engine when he stopped again a few laps later. It was found to be a broken exhaust pipe, so he was sent out again and managed to recapture fourth place which Watson took at that stop. He drove bravely

on to the finish, still pulling away from Watson, but with just three laps to go another stop for petrol after the engine almost cut out cost him the place after all.

Apart from a quick stop by Merzario a couple of laps after taking over from Pace (the new front had to be cut down so he could see over the top and some more rear wing angle was added to help cure bad oversteer) the second Ferrari ran like clockwork, holding its own with the other cars and taking sixth overall. "Pam"/Facetti were lucky to take seventh, for shortly before the end Facetti was a long time in the pits having a leaking front left brake caliper changed and he got going only just in time to re-take seventh place from the long tailed Porsche Carrera, both cars some 23 laps in arrears. Schurti/Koinigg in the normal prototype Carrera were only a further lap behind at the end after another clockwork run. Dupont/Blancpain were 10th overall and 2-litre winners after a long battle with the Welpton/Humble Chevron which lost a lot of time having a broken exhaust pipe welded up. Their efforts were rewarded with 11th and last placed car overall. Dupont was suffering with only four gears after the high fitted proved too long and only four could be used.

Despite the depleted entry it had been a

very good race with a high finishing rate and close racing. Matra once again proved their superiority while Ferrari's only advantage over the Gulf Mirage cars seemed to be the Ickx/Redman pairing. Alfa showed they still have a very long way to go before they can be counted upon as fully sorted serious contenders. Although Ferrari must still be favourites for the championship this year it is by no means definite and they are going to have to cope with the new Matras from now on, which could produce a couple of surprises at the final two races of this year's series.

Osterreichring 1000-km,
Zeltweg, June 24

World Championship of Makes, round 9

1. Henri Pescarolo/Gerard Larrousse (Matra-Simca MS670), 4 h 48 m 57.80 s, 208.63 kph;
2. Jean-Pierre Beltoise/François Cevert (Matra-Simca MS670), 4 h 49 m 44.43 s;
3. Jacky Ickx/Brian Redman (Ferrari 312P), 169 laps;
4. Mike Hailwood/John Watson (Gulf-Mirage-Ford M6), 167;
5. Derek Bell/Howden Ganley (Gulf-Mirage-Ford M6), 166;
6. Carlos Pace/Ariano Merzario (Ferrari 312P), 164;
7. Carlo Facetti/"Pam" (Alfa Romeo T33/TT), 149;
8. Gijls van Lennep/Helmut Müller (Porsche Carrera RSR), 149;
9. Manfred Schurti/Helmuth Koinigg (Porsche Carrera RSR), 148;
10. Michel Dupont/Paul Blancpain (Chevron-FVC B23), 142;
11. Peter Humble/David Welpton (Chevron-FVC B23), 123; no other finishers.

Fastest lap: Cevert, 1 m 38.30 s, 216.47 kph (outright circuit record).

World Championship of Makes (positions after 9 rounds): 1. Ferrari, 122; 2. Matra, 104; 3. Porsche, 85; 4. Gulf-Mirage, 38; 5. Lola, 36; 6. Chevron, 30; 7. Lancia, 15; 8. Chevrolet and Alfa Romeo, 12.

Correspondence

Clapham's thanks

May I, through the kindness of your journal, express on behalf of myself and my wife, our sincere gratitude and thanks to Gerry Flewitt and his team of medical staff and marshals for their prompt action in extracting me from the mess I got into at Shelsley on June 10, and to the doctors and staff of the Worcester Royal Infirmary who seem to have knocked me back into very fair shape. To all the well-wishers who took the trouble to visit me during or after the meeting, and, last but not least, Tony Bancroft, George Tatham and their crews who collected all the "scrap" and transported it home . . . thank you.

KEIGHLEY, YORKS.

T. R. CLAPHAM.

CSI receives support from Argentine

I completed my "Zolder file" yesterday when the June issue of our local magazine, *Quatro Rodas*—where the World Champion comments on his races—was released. From Emerson's "Politics affecting safety," Mr Westbury's letter, Denny's *Behind the Wheel* and M. le Guezec's statements, I concluded that your Editorial (CSI Ineffectuality, May 24) was a great injustice to the CSI.

For an unbiased observer, the whole situation was as clear as fresh water. Who to blame? The circuit inspectors said "the bureaucracy." The CSI said "Messrs Hulme and Fittipaldi." And Messrs Hulme and Fittipaldi, what did they say? A glass of beer and a cigar if you've answered the CSI.

"Who to blame?" was still my question. I first thought of the Nazis, but they're now old fashioned. By following this reasoning I went straight to the target: the communists! After all, they have been blamed for every strange event that occurs in our half of the world. And the Zolder affair can easily be interpreted as an intrigue to destroy the most bourgeoisie of sports: motor racing.

Finally, I would advise you not to investigate this case. Leave it in the hands of the MI5. By the way, isn't 007 just about to appear on the tracks?

RIO DE JANEIRO.

C. M. MENDOSA JR.

Entry Notification: the CRDA speaks

May we take this opportunity of expressing the concern felt by members of this association at the way in which the majority of race meeting organisers delay acceptance of entries until the last possible moment.

A usual procedure appears to be, on making an entry at an early date possibly five or six weeks before the event, one is informed that the entry has been received, and notification of acceptance will follow two days after the closing date for entries (as specified in SSR P24). This means a long wait, for probably a further three weeks until one knows whether or not one will get a race, by which time it is too late to enter another meeting should the first entry be refused. Admittedly SSR P25 allows an entrant to withdraw an entry on which a decision has been delayed, but with the majority of organisers using the same system one gains nothing by entering another meeting instead. We can indeed sympathise with those people who have been heavily fined by the RAC for entering more than one meeting on the same day.

What can be done to improve the situation? This association can see no alternative but to allocate all entries on a first-come first-served basis. There can surely be no objection to this for non-championship events, and while we do not necessarily agree with selective seeding of entries for events where championship points are at stake, we do appreciate the organisers' point of view here. Possibly 25 per cent of the grid could be reserved for late entries by those with championship points, and the rest, plus reserves, allocated by first-come first-served.

BRIGHTON, SUSSEX.

W. THOMSON,

Secretary,

Club Racing Drivers' Association.

Good for Gordon

Just wanted to express appreciation for Gordon Kirby's entertaining, and yet informative North American coverage. *AUTOSPORT* has always tried, it seems to me, to offer more than just list-of-facts reporting, to make the magazine worth putting in permanent bindings. Mr Kirby, I think, is filling this tradition admirably. My thanks to him.

ALBUQUERQUE, USA.

"A. HORSEMAN."

The editor is not bound to agree with readers' opinions.



Schickentanz leads a host of Carreras and one de Tomaso at Nivelles.

NIVELLES

Carreras dominate

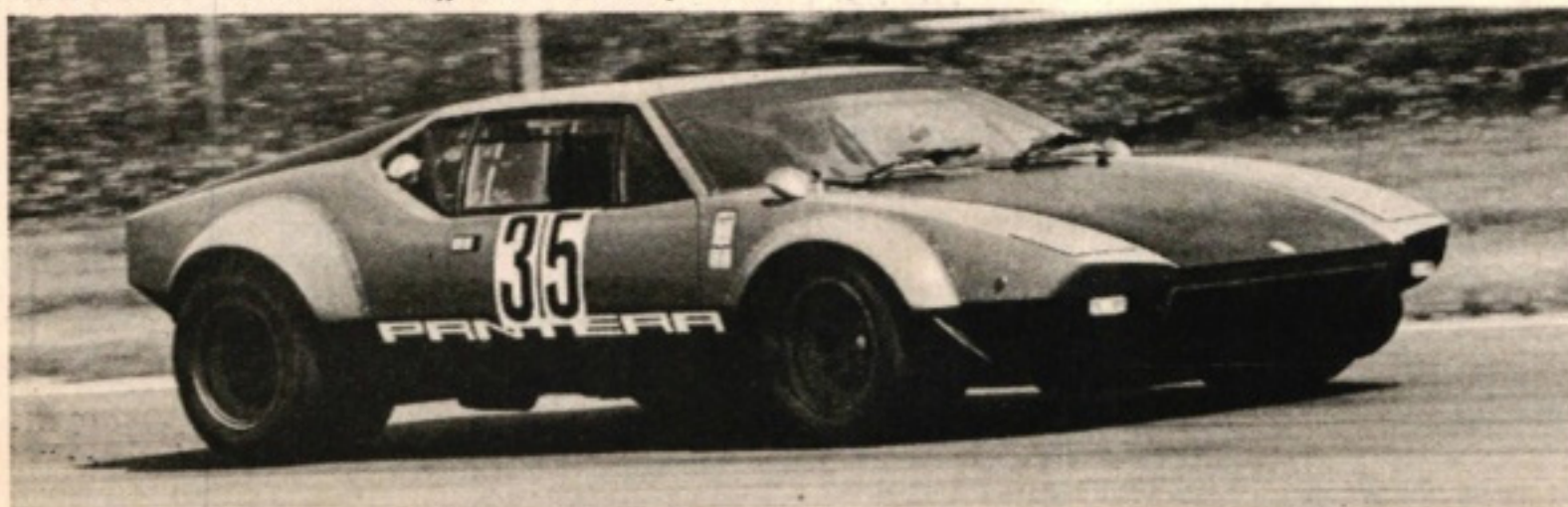
One Carrera, two Carrera, three Carrera four, five Carrera, six Carrera, seven Carrera more. . . Well, not this time, but then the first seven places in a race is not bad! Once again that Porsche domination manifested itself in round four of the European GT Trophy at Nivelles last Sunday. Four De Tomaso Panteras offered a challenge on paper, but each succumbed to burnt piston blight, including Imola victor Mike Parkes, who had taken an easy pole position. Both 27 lap heats fell to Clemens Schickentanz in his Kremer/Samson Carrera whilst Championship leader, Claude Ballot Lena, had to fight hard for his second overall ahead of Swede Bengt Ekberg who was having his first GT round of the year.

It is now do or die in GT racing, so things looked hopeful when five 5.7-litre De Tomaso Panteras arrived to challenge Porsche. Mike Parkes had little trouble taking pole position in a works model entered on this occasion by Racing Team VDS, his 1 m 27.0 s set on Saturday morning being over two seconds quicker than anyone else, until Schickentanz put a 1 m 28.0 s together in the afternoon. Parkes gave this session a miss to check over the engine which was suspect and didn't see much point in overdoing things anyway.

Championship leader, Claude Ballot Lena, sat on the outside of the front row in his Buchet-prepared example, but was not too happy with his 1 m 29.1 s—first there was air in the brake lines and the car was bottoming on the stops. In the afternoon, the brakes started overheating, necessitating the removal of the deep front spoiler which in turn lost him a little speed.

Bengt Ekberg, who served notice of his prowess in this meeting last year, sat on row two having done the same time. Weak clutch springs were diagnosed in the afternoon when the amiable Swede was informed his tyres protruded a fraction too far past the wheel

Mike Parkes' de Tomaso suffered a burnt piston.



arches. Paul Keller has improved much this year and he was just 0.2 s slower with a new engine which may also have been of 2.9 capacity. This is the only full Kremer car now as Fitz's is in the process of being sold, we believe.

Next up was another Pantera from the Jolly Club for "Gero" who had no problems, whilst Claude Haldi, flanking him on 1 m 30.6 s, missed the afternoon session with a blown cylinder head—very uncommon on the Porsches and another pointer that as they stretch these engines to the limit, so they are finding more trouble and unreliability. Charles Geeraerts sporting Royal Air Maroc decals on his new Carrera was 0.4 s slower, ahead of a tired Ennio Bonomelli and the third Pantera for Mario Casoni who was not to appear on Sunday, possibly also because of a burnt piston. Helmut Hanzler headed the inside of the next row with Martin Birrane in the black Crowne Racing Carrera on 1 m 32 s. The property man is feeling more at home with the car although a bad relationship with Kremer has put him off somewhat and neither chassis nor engine has shown the reliability one expects from this tuning firm. Likeable American John Rulon-Miller, in the plastics business in Darmstadt, was two seconds slower in his home brewed Gante Racing model. With a very tight budget he has to forgo many of the tweaks seen as standard on other Carreras. For example he uses the regular 908 type discs and more usual 911 S suspension.

With the rest mainly also-rans it looked like being a Porsche v De Tomaso battle and one remembered last year when Herbert Muller and Jean Marie Jacquemin managed a Pantera one two in the same event to break the then 911 S domination.

It was not to be, however, for in Heat 1 Parkes fluffed his start, to be consumed by a

gaggle of angry Carreras as the 22-car grid charged for the first right hander. A puncture ensued and he pitted first time round, while Schickentanz headed Ballot, Ekberg, Haldi, Keller, Geeraerts and Bonomelli. The daylight already showed to the next bunch, with Hanzler, "Gero," Rulon, Birrane, and Jean Pierre Pochon tête à tête.

Ekberg was motoring well and he displaced Ballot next time round while Keller swapped with Haldi and Bonomelli with Geeraerts. "Gero" showed the Pantera power by displacing Hanzler whilst Birrane got cracking and pushed Rulon down a slot. This was all good stuff, but then the field settled down and began to break up, but with Ekberg still pushing hard after Schickentanz and Ballot hanging on. Parkes reappeared on lap 5 but we lost Keller when the driveshaft centre sheared at the wheel hub—another Porsche irregularity!

By one third distance, Schickentanz had lapped half the field having pulled out three seconds on Ekberg. Ballot just couldn't keep up. Haldi was back to fourth some way in front of "Gero" who had squeezed past Bonomelli and these two were cat and mouse until Ennio pulled on to the grass after the hairpin on lap 16. The driveshaft had sheared right through at the gearbox end. Farther back, Geeraerts had dropped away with Hanzler next and Birrane beginning to haul him in, Rulon losing touch, and the rest.

Parkes was circulating with a rough sounding mill and pitted again for good after 19 tours when yet another burnt piston was diagnosed. Development work seemed to have paid dividends at Imola—maybe their failure at Nivelles was just bad luck.

The order remained very much the same from then on although Haldi dropped back to sixth with two laps to run, with a puncture. By the end he was on the bare rim! Birrane had been right in the groove, despite a bad dose of locking front brakes, and had taken Hanzler some laps before to gather up seventh place. Rulon-Miller had a really unlucky accident right on the last lap when a brake disc cracked locking the caliper on and sending him through the chicken fence and into the only piece of armco at that particular spot.

Just 16 cars turned out for heat 2 and it was a bore! Schickentanz got out front at the start with Ballot tagging on and that's how it was to the flag with the German having 7 s in hand at the end. Ekberg was out of luck having fitted new pads without running them in and then he gradually lost all his gears, ending up with just fourth at the finish. He tried hard to stay with Haldi who always gives the impression that his car is a handful, but dropped right back just avoiding being lapped, in fourth place. On the 10th tour, Birrane's motor went off and he pitted to retire with a suspect bent valve. This left Geeraerts in fifth, Hanzler and the road car of Vallery ahead of Bernard Dedryver, s Pantera and the rest.

Not very inspiring. Money, interest, variety—all these are urgently needed and one feels that were it not for Porsche who always send mechanics and parts from the factory, the series might already be dead.

PAUL THOMPSON

Coupe Benelux, Nivelles; June 24
European Trophy for GT cars, Round 4.

Overall 2 x 27 lap heats

1. Clemens Schickentanz (2.8 Porsche Carrera), 1 hr 20 m 57.8 s, 54 laps;
 2. Claude Ballot Lena (2.8 Porsche Carrera), 1 hr 21 m 20.7 s, 54 laps;
 3. Bengt Ekberg (2.8 Porsche Carrera), 1 hr 22 m 44.6 s, 54 laps;
 4. Claude Haldi (2.8 Porsche Carrera), 1 hr 23 m 23.4 s, 54 laps;
 5. Charles Geeraerts (2.8 Porsche Carrera), 53 laps;
 6. Helmut Hanzler (2.8 Porsche Carrera), 52 laps;
 7. William Vallery (2.7 Porsche Carrera), 50 laps; 8. Bernard De Dryver (5.7 De Tomaso Pantera), 49 laps;
 9. Roman Feiler (1.6 Alpine A 110), 48 laps; 10. Maurice Dantinne (1.3 Alpine), 46 laps.
- Heat 1 (27 laps): 1. Schickentanz, 40 m 26.1 s, 149.199 kph; 2. Ekberg, 40 m 38.6 s; 3. Ballot Lena, 40 m 42.0 s; 4. Geeraerts, 41 m 50.3 s; 5. "Gero" (5.7 Pantera), 41 m 53.1 s; 6. Haldi, 42 m 32.5 s. Fastest lap: Schickentanz, 1 m 28.6 s, 151.313 kph.
- Heat 2 (27 laps): 1. Schickentanz, 40 m 31.7 s, 148.917 kph; 2. Ballot Lena, 40 m 38.7 s; 3. Haldi, 40 m 48.9 s; 4. Ekberg, 42 m 06.0 s; 5. Geeraerts, 26 laps; 6. Hanzler, 26 laps. Fastest lap: Schickentanz, 1 m 28.7 s, 151.143 kph.



"Let's hope Ickx's talent overcomes the 312B's shortcomings"

Ickx dissatisfied

It would appear that the row that has already brewed up between Jacky Ickx and Commendatore Ferrari is coming rapidly to a head. While at Anderstorp, Ickx sent a cable to the old man saying he was sad, disappointed, but, more than anything, mystified, why Ferrari should have mounted a campaign against him in the Italian press. Jacky's telegram was polite but firm: unless this campaign stops he will have no alternative but to reconsider his contract with Ferrari before its expiry at the end of the season.

To be fair to Ferrari, the fanatically nationalistic Italian press probably needed little encouragement. First there was the fuss at the Nürburgring 1000 Kms when Arturo Merzario in the second works Ferrari prototype wanted to fight it out to the finish with Ickx contrary to team orders. At Monaco Ickx insisted on having two cars at his disposal (as per his contract) for future Grands Prix after Merzario had badly damaged the second Ferrari in a stupid practice accident.

Certainly there are problems within the Ferrari camp. These stem directly from the 312B3 not being really competitive rather than any lack of effort or talent on Ickx's part. The flat-12 Ferrari engine consumes 50 litres more fuel than the Cosworth V8s and about 25 more than the BRM V12s per race. The additional fuel that has to be carried is a serious handicap, especially at the start of a Grand Prix. While other teams have gone to great lengths to improve their braking efficiency by fitting CanAm calipers, Ferrari have retained their original brake set-up. Hence the car tends to be under-braked compared with its competitors. The third and last point is perhaps particularly significant. Any theoretical power advantage the Ferrari has is unlikely to prove useful on the modern artificial circuits which favour cars with good torque rather than top end power. Spa would be another story. . . .

Let's hope that Ickx's talent overcomes the 312B3's shortcomings in time for the another virtuoso performance at the 'Ring.



Jacky Ickx—to split with Ferrari? (left); Carlos Reutemann—embarrassed with publicity (right).

Reutemann's publicity

Carlos Reutemann is also embarrassed by unwanted publicity in the Italian press. According to them the Ferrari line-up for next year

includes Chris Amon, Arturo Merzario and Carlos Reutemann. As the Argentinian's contract with MRD's Bernie Ecclestone runs until the end of 1974 it would seem someone has got his lines crossed.

Incidentally, Carlos has been busy telling everybody how happy he is with the current MRD set up.

Flying Fittipaldis

The Fittipaldi brothers are always very busy between races, and if eventually you get to speak to them on the phone they always sound out of breath. To begin with I thought they must be physical fitness freaks. It was only when I visited their house in Lonay, near Lausanne, that I discovered the truth. The two of them are model aeroplane enthusiasts and spend every spare minute on the local football field operating their radio-controlled planes. Apparently Wilson is the more proficient flyer but neither of them yet is an expert. Their ex-mechanic, Richard, is kept busy full time while they are away racing, trying to keep the miniature fleet air-worthy.

Swiss base

I remember when I first started writing this column about five years ago, explaining Switzerland was an ideal base for a motor racing journalist as one can intercept drivers on the way to their banks. Well, that hasn't changed, but I have found another equally good rendezvous—the Clinique Cecile in Lausanne. Jackie Stewart, Emerson and Wilson Fittipaldi and Nina Rindt plus their families all have the same doctor. All the juiciest information can be picked up at the clinic where Dr Sarah Norris, a charming young lady, treats her more important patients. A patient eavesdropper would be kept up to date on the Grand Prix and Formula 2 scenes, plus all the gossip and scandal without ever going near a race track.

F1 retirements

Rumours were flying about in Sweden that Denny Hulme and Jackie Stewart were going to retire from motor racing at the end of this

season. McLaren must be doing well, for Denny Hulme arrived at the wheel of a coach-built Rolls-Royce so perhaps he is ready for retirement now. Jackie on the other hand arrived in a Ford, even if he left by private plane. Perhaps he will have to do another couple of seasons.

Shortly before the Swedish Grand Prix Denny was telling me that the journalists who chose the driver for the *Prix Rouge et Blanc* are not very observant. "The race winner is the guy who usually drives the hardest, and he never gets the award." In fact this isn't quite true. Fittipaldi won the Argentinian GP and the *Prix Rouge et Blanc*, and a few minutes later Denny went out and scored the double too, just to prove himself wrong.

Staying in Sweden

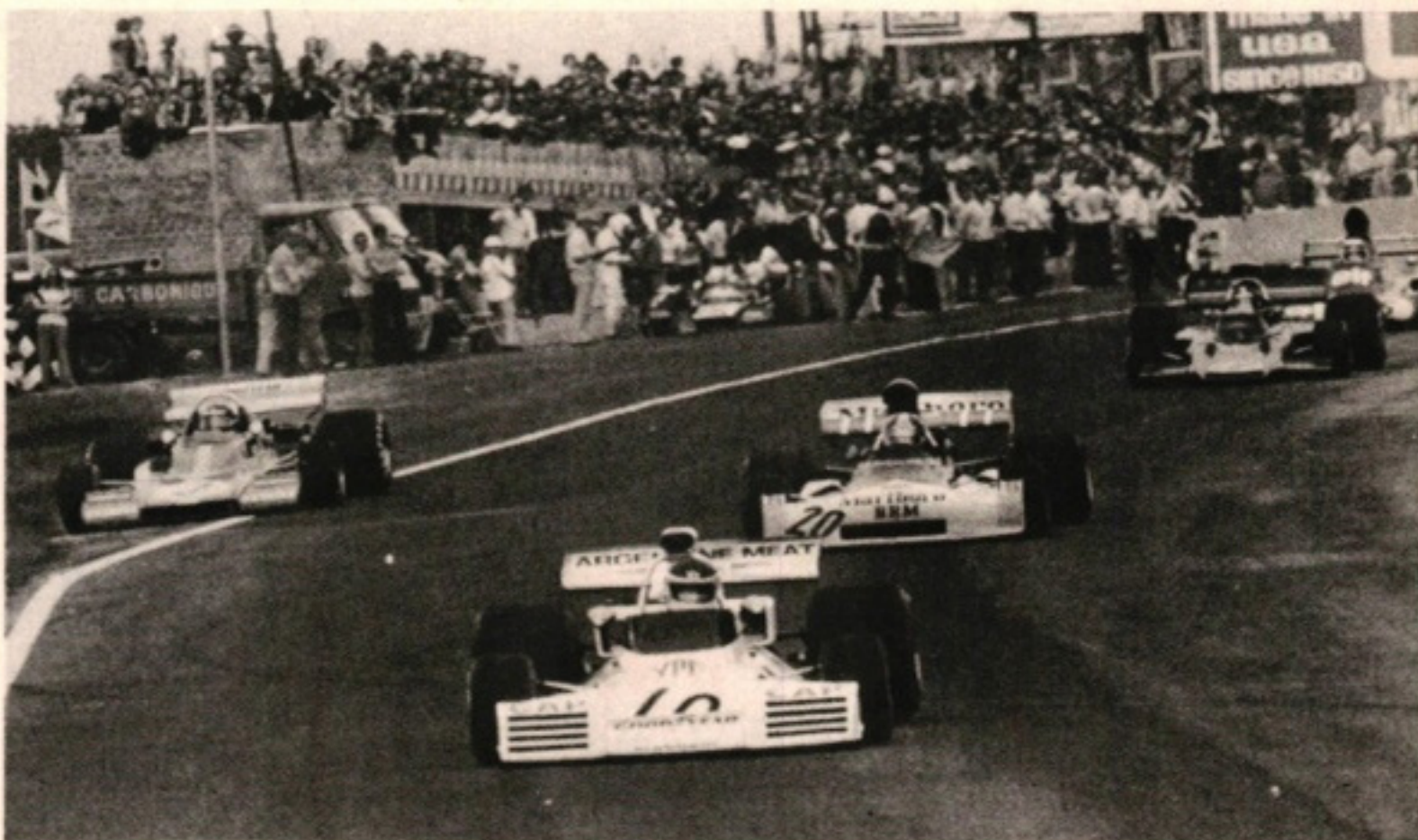
Virtually the entire Grand Prix circus was staying in one hotel at Anderstorp, the High Chaparral, a timber-built ranch-type motel built in the heart of the forest. It looked like something out of a western but made an ideal venue for Marlboro's pre-race barbecue. Unfortunately, the whole place was finished only a matter of days before the race so parts of the hotel were a little too realistic—like no hot water or baths. The licensing laws soon reminded one this was Sweden and not the Wild West.

Before my visit to Sweden I never understood why their cars were so solid, and their drivers so good in rallies. Now I have seen the state of some of their roads I know.

Galli's retirement

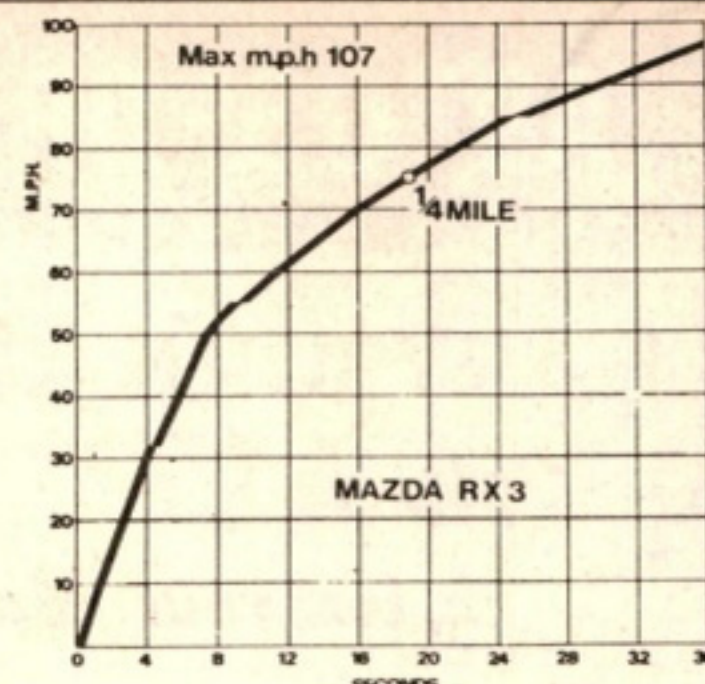
I couldn't help thinking there was more to Nanni Galli's recent retirement from motor racing than met the eye. Count Zanon, who has been Galli's backer since the early days, seems more likely to have withdrawn his support after a disappointing half-season, rather than family opposition winning the day. It will be interesting to see who replaces the Italian in the second Iso-Marlboro. Le Mans winner Henri Pescarolo is the obvious choice for Ricard, but Williams will no doubt be looking for a permanent replacement before the British Grand Prix in a fortnight's time.

Jacky Ickx's Ferrari blows up at Zolder while Carlos Reutemann goes by in the Brabham BT42. Another unhappy race for Ickx and Ferrari. . . .





Car tested: Mazda RX3 Coupe two-door four seater; including car tax and VAT.
 Engine: Two-rotor Wankel engine 491 cc x 2 (equivalent capacity 1964 cc); compression ratio 9.4 to 1; 110 bhp (gross) at 7000 rpm; Stromberg four-barrel carburettor.
 Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with central change, ratios 1.0, 1.435, 2.202, and 3.737 to 1; open propeller shaft to hypoid rear axle, ratio 3.7 to 1.
 Chassis: Combined steel body and chassis; MacPherson front suspension with anti-roll bar; recirculating ball steering gear; live rear axle on semi-elliptic springs; Servo-assisted disc front and drum rear brakes; bolt-on disc wheels, fitted 155 SR 13 tyres.
 Equipment: 12-volt lighting and starting; speedometer, rev-counter, ammeter, fuel and temperature gauges; clock; heating, demisting and ventilation system with heated rear window; two-speed windscreen wipers and washers; flashing direction indicators with hazard warning; cigar lighter; radio (extra).
 Dimensions: Wheelbase 7 ft 7 in; track, 4 ft 3 in; overall length, 13 ft 4 in; width, 5 ft 3 in; weight, 1,950 lb.
 Performance: Maximum speed, 107 mph. Speeds in gears—third, 85 mph; second, 56 mph; first 32 mph. Standing quarter-mile, 18.5 s. Acceleration—0-30 mph, 4.0 s; 0-50 mph, 7.6 s; 0-60 mph, 11.6 s; 0-80 mph, 21.8 s.
 Fuel consumption: 18 to 21 mpg.



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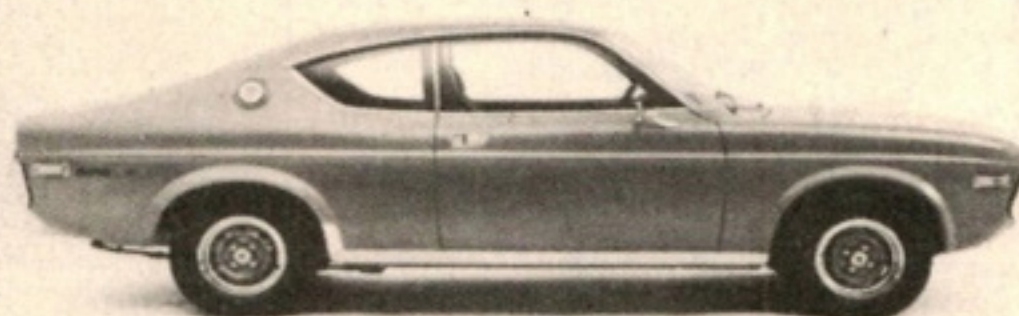
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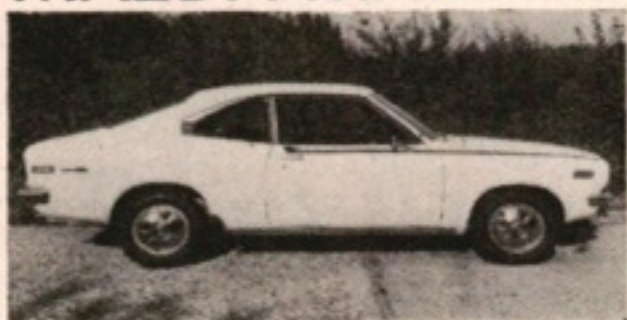
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British Leyland to return to international rallies?

British Leyland International have planned a comprehensive programme of events for Brian Culcheth. After his 1000 Lakes drive with the 1.3 Marina, BL will be switching him to the Dolomite Sprint to be entered by Leyland International. First event will be the Gold Hill Rally in Malaysia which starts on August 30th. A sixteen valve Dolomite will also be used for the Cyprus Rally (Sept 29th) and then the Lebanese Syro Rally on October 19th.

British Leyland are also planning other possible events and drivers to extend the rally programme.



Sprint for Brian Culcheth.

Clan onslaught for the Manx

The Clan Motor Company have planned what is virtually an invasion of the Isle of Man for the Manx Rally (September 8/9). After the successful rally debut of the Clan Crusader on last year's rally when Andy Dawson gained second place, this time there will be at least 6 Clans competing. Probable entries include the Scottish Burmah supported car of Donald Heggie, Alan Conley's Triple 'C' car plus Rob Badham, Chris Lovell and two Irish entered cars.

The same company have also arranged spectator trips for the rally, leaving from London and Leeds/Bradford. Cost of the spectators trips—£28 from Heathrow and slightly cheaper for the Northern departure. Both trips leave Friday return Sunday.

● Don Barrow, recently retired from rally competition, has been voted on to the BTRDA Rally Committee.

Cahal Curley, Circuit of Donegal winner, first time out with his ex-Ronnie McCartney lightweight Porsche Carrera.



Datsun plans for the RAC

Datsun have announced a four car team for the RAC Rally. They are expected to field three 240Z Coupes and one 1200 Sunny. Drivers will be Tony Fall and Harry Kallstrom with 240Zs; the driver of the third car has not yet been announced. Driving the small 1200 will be Shekhar Mehta. The 1200 Sunny was rallied by the factory for the first time on the Total Rally, South Africa, when a car was driven by Oda Decker-Andersson and proved to be very quick.

● Tony Fall and Harry Kallstrom will be driving Porsche-Salsburg VWs in the Austrian Alpine Rally. This will probably be the last appearance of these cars this year as funds for the competition programme have all but run out due to more extensive development of the cars than was anticipated.

INTERNATIONAL NEWS

1000 Lakes

Entries for the 1000 Lakes have now been sorted out and British competitors total 10. Brian Culcheth heads the home entries though, as yet, his car is not specified. Peter Clarke and Paul Faulkner will be driving their Escort RSs and David Childes has entered with an Escort TC. The other British entries are Chris Clark (Mini Cooper 'S'); Mr and Mrs Bos (BMW 2002); Vic Carlisle (BMW Alpina 2002); Roger Watson-Smythe (Renault Alpine); Sandy Lawson (Daf) and also included as an entry received from the UK is Shekhar Mehta who will be driving a Datsun 240Z.

Works Scan-Auto Finnish built Saabs have been prepared for Simo Lampinen, with John Davenport, Tapio Rainio and Pertti Lehtonen. Leo Kinunen is entered with Atso Aho in a Porsche 911. Henry Liddon will be partnering Timo Makinen (Escort RS) and Hannu Mikkola will be driving a Volvo as will Markku Alen and Eva Heinonen. A Swedish Saab team of three cars is entered with drivers Blomqvist and Ekland, third driver not yet known.

Others include Leif Asterhag



Pertti Lehtonen—Saab.



Eva Heinonen—Volvo.

(BMW), Arne Allanson (BMW), Lars Carlsson (Ascona), and Pauli Toivonen and Guy Chasseuil with two of four Simca Rallye IIs entered.

● Last Monday Bath MC held a Rally Forum and film show, all organised by John Heal. The Ford/ITV film of the Scottish Rally was given a first club showing. Chairman of the Forum panel was Mike Broad with Henry Liddon, Roger Willis of Castrol, Chris Sclater and John Davenport.

● Bob Hourihan and Doug Woods will be driving in the 1000 Lakes Rally with their Datsun 510 SSS. They also plan to enter the Austrian Alpine and the Nutcracker Rally here.

● Escort Mexicos took first and second places in the Sporting Owner Drivers' Club Summer Rally, run over the weekend in the Bedford area, with 75 starters. First overall was the Mexico of Colin Walker and Peter Valentine. Second were Prince Michael of Kent and Stuart Gray.

● The Agbo Rally—not held last year is a non-starter again this year. The organising club state that the proposed route has again not been granted authorisation.

Adrian Boyd yumps the Lombard and Ulster Escort. Boyd had a really long tussle with Curley's quicker car.



Special stage



Bill Taylor, leading the Scottish championship, starts at number 8.

Jim Clark Memorial Rally

The Jim Clark Memorial Rally starts this Saturday (6 pm) from Duns, Berwickshire, with RAC championship status for the first time. Also a counter of the Shell/The Scotsman championship, the rally is organised by the Northumberland Motor Club. Included in the 360 mile route are 130 stage miles, 50 of them on tarmac with 80 miles in the forests. A top quality entry of 120 cars will be leaving the Newton Street start with 30 reserves (90 entries had to be turned down).

Last year the Jim Clark produced just about the closest finish ever for a stage rally, with Roger Clark winning by only one second from Andrew Cowan and these two will be first and second away this time. The finish is due at about 7 am on Sunday morning, back in Duns. Of the 24 stages, 10 have been selected as suitable for spectating and they are listed below. Top twenty entries: 1, Roger Clark/Tony Mason (Esso Uniflo Escort RS); 2, Andrew Cowan/Ross Finlay (Mogul Motors Escort RS); 3, Tony Fowkes/Bryan Harris

(Cables and Components Escort RS); 4, Will Sparrow/Nigel Raeburn (Martin Group Vauxhall Firenza); 5, Peter Clarke/A. N. Other (Silentnight Escort RS); 6, Vic Preston/Ron Crellin (Escort RS); 7, Jimmy Rae/Mike Malcolm (Frews of Perth Escort RS 1600); 8, Bill Taylor/Ian MacIver (Royal Bank of Scotland Escort RS); 9, Nigel Rockey/Paul White (Hoopers of Bristol Escort RS); 10, Paul Faulkner/Monty Peters (Escort RS); 11, Russell Brookes/John Brown (FoMoCo Escort RS); 12, Donald Heggie/George Dean (Burmah Clan Crusader); 13, Jeff Churchill/Roger Jones (JC Van and Car Hire Escort RS); 14, David Thompson/Martin Welsh (Escort RS); 15, Jim Robson/Peter Grant (Press and Journal/Cordiners Escort RS); 16, John Taylor/John Jensen (Escort RS); 17, Richard Stewart/Walter MacDonald (Moffat House Hotel Escort RS); 18, Laurie Richards/John Tew (Sky Petroleum Escort RS); 19, Peter McDowell/Peter Moss (Opel Ascona); 20, Peter Thompson/Ken Forster (Harold Thompson and Sons Vauxhall Firenza).

... and Cowan.



The two to beat, Clark

SPECTATING SCHEDULE

SS3 Levin (Sisterpath)	63/737469 (end)	19.16 (at 40)
SS4 Charterhall	63/755461	19.19
SS5 Zolder (The Bield)	63/755461	19.58
Fuel Halt: Powburn	71/060168 IN	21.05 OUT 22.35
SS12 Watkins Glen	77/803806	00.26
Halt: Byrness		IN 01.18 OUT 02.34
SS16 Nurburgring	70/782003 (start)	
SS17 Syracuse	76/660904 (end)	
S19 Mallory Park	76/622940 (end)	
Halt: Selkirk	69/476281 IN	04.20
SS20 Karlskoga	69/387372	05.15
SS21 Pau	69/313368	05.24
SS24 Monza	63/685438	06.58

Note: All special stages have been named after circuits where the late Jim Clark raced.

A top Irish entry for Texaco Rally

Top seeding in the 1973 Texaco RAC Championship round is Londonderry garage owner Cahal Curley in the newly acquired Belfast Telegraph Porsche Carrera with which he won the Circuit at Donegal. Curley is partnered as usual by Austin Frazer. Boyd is seeded two in the Lombard and Ulster Escort RS which is expected to have a David Wood built 2-litre fuel injected BDA for the first time and with his local knowledge must start favourite, though the Boyd v Curley battle will probably be the highlight of the rally.

Top Southern Ireland driver Billy Coleman comes next still using the British Vita 1840 cc BDA borrowed from Micky Barry with Rocket gearbox. To combat the local drivers' knowledge of the stages, he will have Peter Scott in the hot seat. Unluckiest of the year, Sean Campbell, is seeded number four.

Other notable Escorts are at 5, Dessie McCartney (Motor-tune of Bangor); 6, David Lindsay and 8, Nicky Lindsay who could provide another surprise after his good run in Donegal. Pat McCourt is hoping to have his Twin Cam engine rebuilt after breaking a camshaft in Donegal and will run at nine with Derek Smyth co-driving. Unusually for an Irish event, the highest seeded BMW is only at 7, this being the ex-Curley lightweight

car of Ronnie McCartney, with David Agnew's similar car at 10. Two more German cars are next in line, the Porsche 911S of John and Ann L'Amie, and the incredible 2.2-litre Volkswagen of Robert McBurney, who should show up well on the loose stages.

The rally starts at the Texaco filling station in Ballinderry Upper at 8 pm on Friday, June 29 (three miles north of the Moira exit from the M1) and stages follow at Nuthill, Moyrusk, Kilsross, Knockagh and Craigaboy, before the first petrol halt in Larne at about 10.30, and then Sallagh, Crockan, Glendun and Orra Lodge are being used before the Torr Head Stage which is at 1.17 am and is followed by Fuel in Cushendun. Orra Lodge is then repeated, before the long run to Managher, outside Coleraine which is the last of the tarmac stages.

First forest is Springwell at 3.30 am and is followed by Cam, and then a petrol halt in Garvagh. Two more forests, Banagher and Moydamlaght come before breakfast which is at the Brown Trout Inn, Aghadowey, first car being there from 6.20 to 7.20. Ballycastle and Ballypatrick forests are next on the list before the tarmac/forest run through Slieveanorra.

Three short forests—Parkmore, Cappahagh and Ballyboley bring the remaining crews to the finish in Larne at 11.30 am.

RAC White Paper

The RAC is shortly to circulate a White Paper to all motor clubs following a major meeting last week of the RAC Rally Committee. The paper, which discusses the future of rallying for up to five years ahead, is said to contain some very far-reaching ideas.

BTRDA stage plans

The BTRDA wish to receive details of all types of special stage events to assist with their planning of next year's championships. They request any clubs, intending to run stage events, to contact the BTRDA Press Office, 48 Earls Court Road, London W8. Full details of proposed events are required so that they can be properly considered for championship inclusion.

Porter's task

Jim Porter will again be heading the RAC Rally Organising Committee in the same capacity as last year. After partnering Hannu Mikkola on the Heatway Rally Jim Porter's timetable will be free of events except for national rallies to allow time for his RAC rally work.

Renault Alpine win R. Cevenol

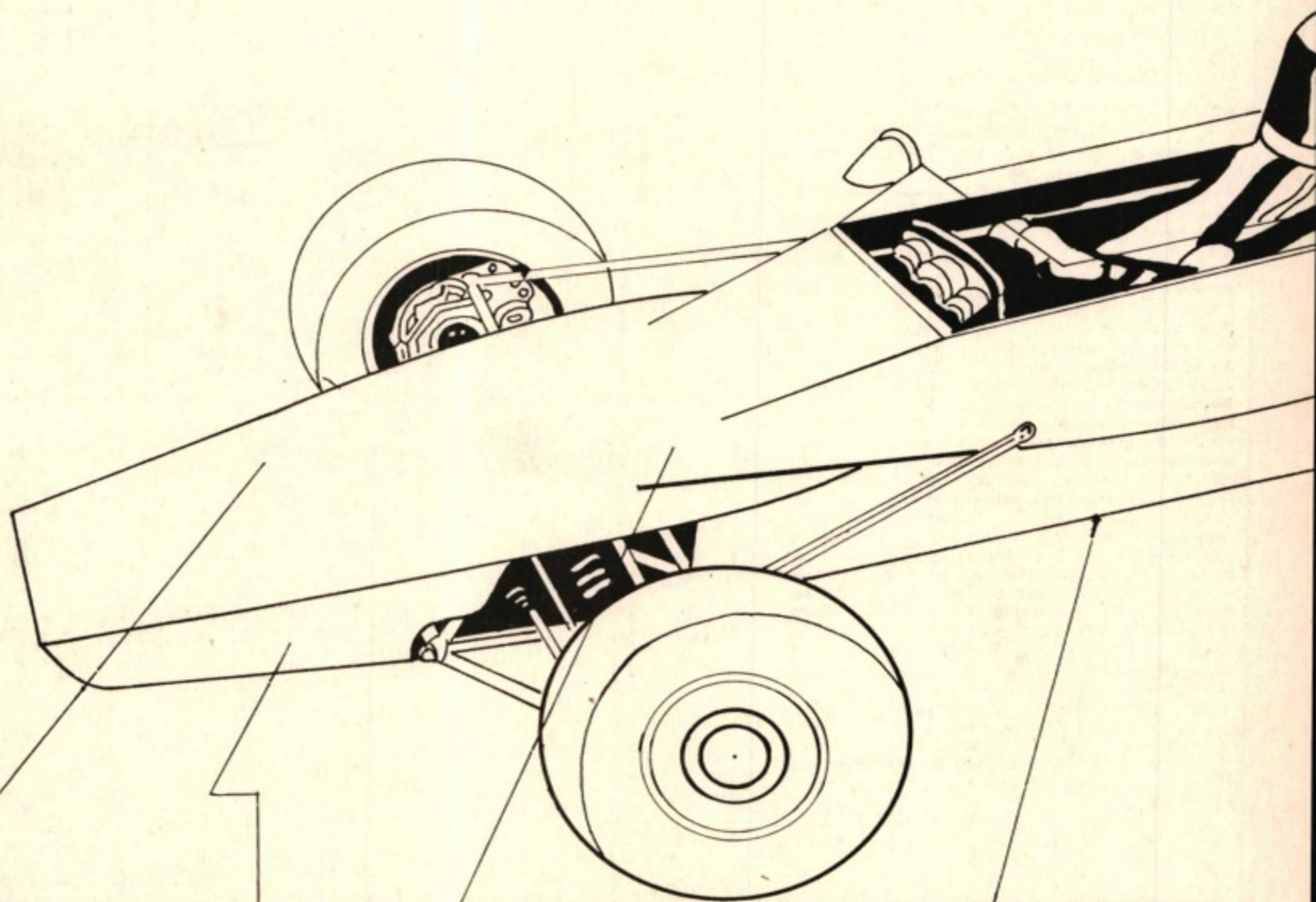
Jean-Luc Therier (Alpine Renault 1800) won last weekend's Ronde Cevenol, held over 10 laps of a 43-km course. Second was the Simca CG of Saliba and third was the Renault 17 prototype of Jean-Pierre Nicolas and Bernard Darniche. Among the retirements were Jean-Claude Andruet, whose Stratos broke its rear suspension; Bernard Fiorentino, whose Simca CG left the road; Guy Chasseuill with an unspecified ailment with the Ford GT70; and Darniche, whose Alpine A110B broke an upright. Darniche then joined Nicholas in the Renault 17.

Scottish film

The film company which produced the ITV World of Sport film of the Scottish Rally was not "Penny make a picture" as was stated in Special Stage recently. Real name is Pennymaker Pictures and individuals wishing to see the film should make enquiries to either London Weekend Television or directly to Pennymaker Pictures at 3 Holyrood Drive, Westcliff-on-Sea, Essex.

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Opel's GS has an air of quality for the luxury market

The Opel Commodore GS 2.8 has now arrived on the British market, having been available on the Continent for some time. Here, the GS 2.8 replaces the 2.5-litre model and a limited-slip differential has been standardised to cope with the extra power. Though manual gearboxes will be available, and I have driven a GS so equipped, it is felt that the majority of buyers will specify automatic transmission for a car of this calibre. For this reason, an automatic was submitted for this AUTOSPORT road test.

The six-cylinder engine is a hefty unit with seven main bearings and a light-alloy cylinder head of typical Opel design. A chain-driven camshaft lies alongside the valves and operates them through rockers, which combine their function with that of hydraulic tappets. The two twin-choke carburettors have compound throttle operation and a viscous coupling reduces fan noise.

Following the trend away from the MacPherson geometry, the front suspension has double wishbones incorporating anti-dive angles, with rugged construction to resist the torque of the massive ventilated disc brakes. The optional power-assisted steering was fitted to the test car. Opel designers have clung stubbornly to their live rear axle, but they have a very intelligent computer that gets all the linkages dead right. There are two trailing arms each side and a Panhard rod looks after lateral location.

The body is a two-door four-seater of attractive appearance, with a low waistline and a commendably large glass area. Though the curved door windows are frameless, they close very tightly and cause no wind noise; the gutters above the doors have been carefully profiled to eliminate the usual whistling. There is no external radio aerial, the antenna wire being neatly embedded in the front windscreen, while the headlamps have been carefully faired into the body corners to avoid creating wind eddies. The rear windows are also frameless and are hinged at their forward ends, opening on over-centre catches.

An elegant touch is provided by the corduroy-upholstered seats, which also pre-

vent the occupants from sliding about. There is a large folding arm-rest between the rear seats, which provide plenty of leg space and enough head room for a 6 ft man, in spite of the curve of the rear roof line.

The driving position is comfortable, with well-placed controls and an excellent view through the generous area of glass. The dials of the instruments are smart and very legible. Plenty of storage space for small articles is provided but the quite large glove box has no lock on its door.

The carburettors have automatic chokes, which prevent stalling during the warming-up period. A new automatic transmission from the GM Strasbourg factory has several design innovations which have permitted some weight reduction. An oil cooler is integral with the water radiator and uses the same fan to control the temperature of the transmission.

On driving off, it is at once apparent that the acceleration of the car is quite exceptional and for an automatic almost unbelievable. The figures in the data panel were taken while the gearbox was left to its own devices and no manual holding was employed. Yet, this substantial car has a capacity of only 2.8-litres, so the engine must be particularly efficient. This is also proved by the fuel consumption, which does not drop below 20 mpg when quite a bit of full-throttle work is undertaken.

The engine is always smooth and never noisy, though it produces a pleasantly functional note when turning at 6200 rpm, the permitted maximum. The claimed speed with automatic transmission is 115 mph, which agreed closely with my stop-watch figures, and 118 mph should be available with a manual gearbox. My acceleration figures were all far better than those modestly suggested by Opel, however.

The traction is remarkable, thanks to the limited-slip differential, and it is possible to accelerate from a standstill to 30 mph in 3.0 s with virtually no wheelspin. High cornering power is a feature, with a basic understeer that can be cancelled by hard driving. There is very little roll and the stability is satisfactory both over bumps and in side winds. The test car had the optional power steering and this was most sensibly set to give useful assistance for parking, but one could scarcely feel its presence at higher speeds.

I am frequently writing of the dangers of excessive power assistance, especially on wet or icy roads. Some other manufacturers would do well to drive the Opel, for it is an example of the correct use of this steering aid. The brakes are most reassuring, for although they are very smooth in normal use, they have real bite for a crash-stop in emergencies. The big ventilated discs ensure

High cornering is a feature, with a basic understeer which can be cancelled by hard driving.



Road test

that fading will never be experienced.

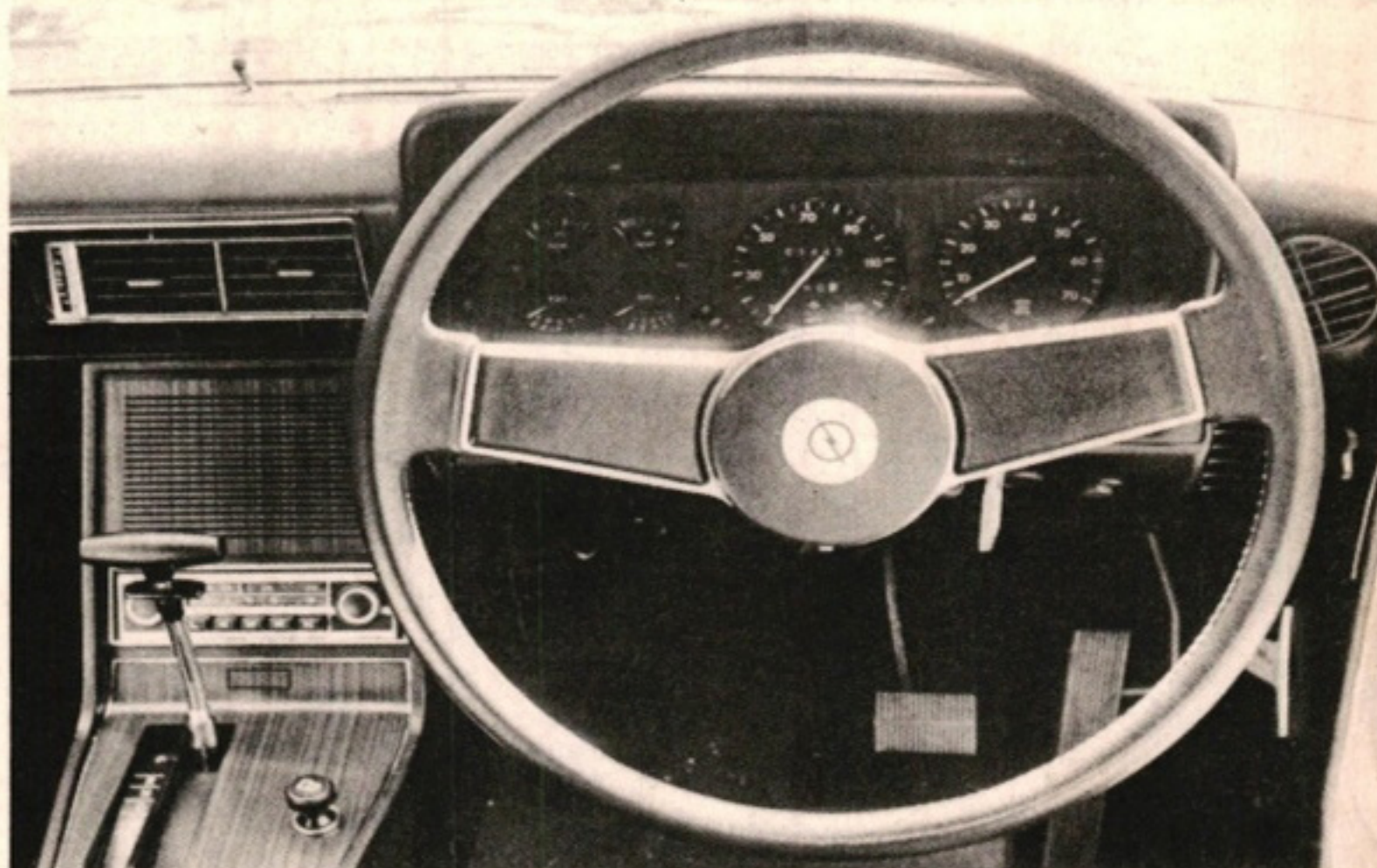
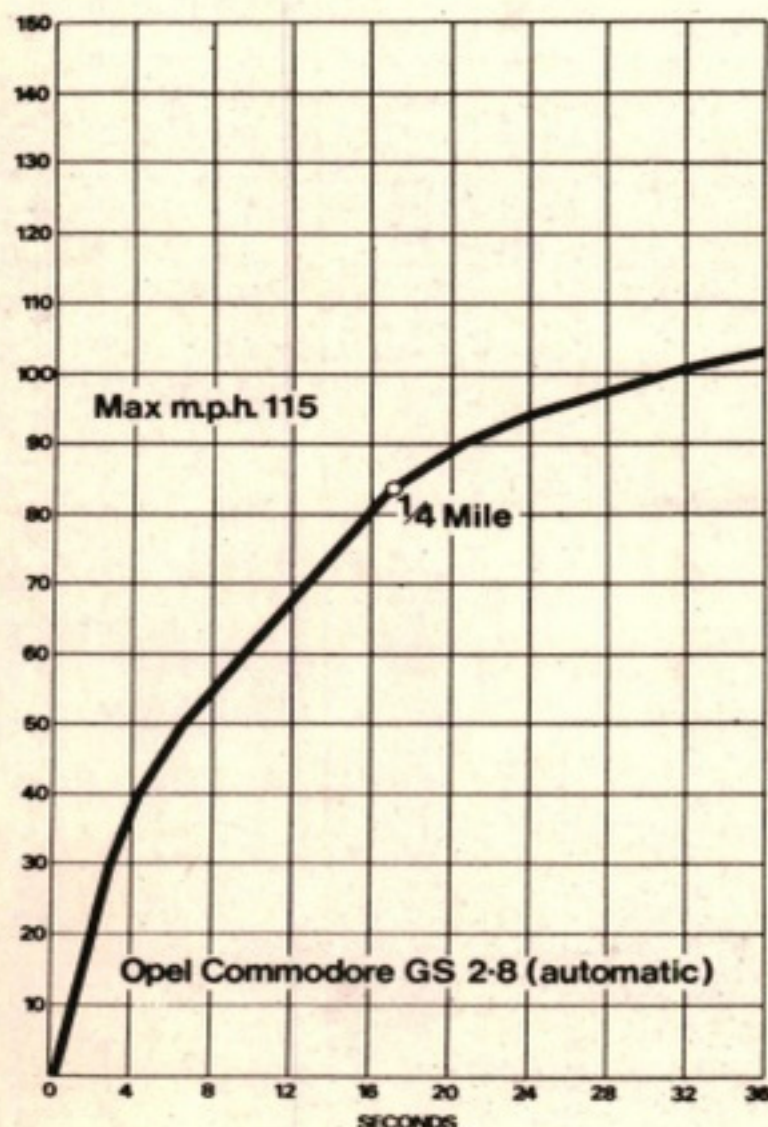
The ride is certainly not soft, but the suspension copes well with average British roads. It might feel a bit choppy in some parts of France; nevertheless, the standard of comfort is exceptional for a live-axle car. At night, fast driving can continue, by courtesy of four powerful halogen lamps, two of them mounted externally.

There is an air of quality about the GS and the interior treatment is up to the standard of some more costly speed models. There is no sign of body booming at any speed and the levels of road and wind noise are both exceptionally low, apart from some bump thump. If I must be critical, I should mention that the back axle of the test car was audible, though only at moderate speeds on light throttle openings.

In England, we have been more accustomed to the smaller models in the Opel range. This latest six-cylinder car is a very serious competitor in the high-speed luxury market and it is a most desirable purchase, even compared with some of the more costly makes. Few drivers indeed can use greater performance than this lively coupé provides and the impeccable taste of its lines, uncluttered with superfluous go-faster decoration, will appeal greatly to the more discerning.

SPECIFICATION AND PERFORMANCE DATA

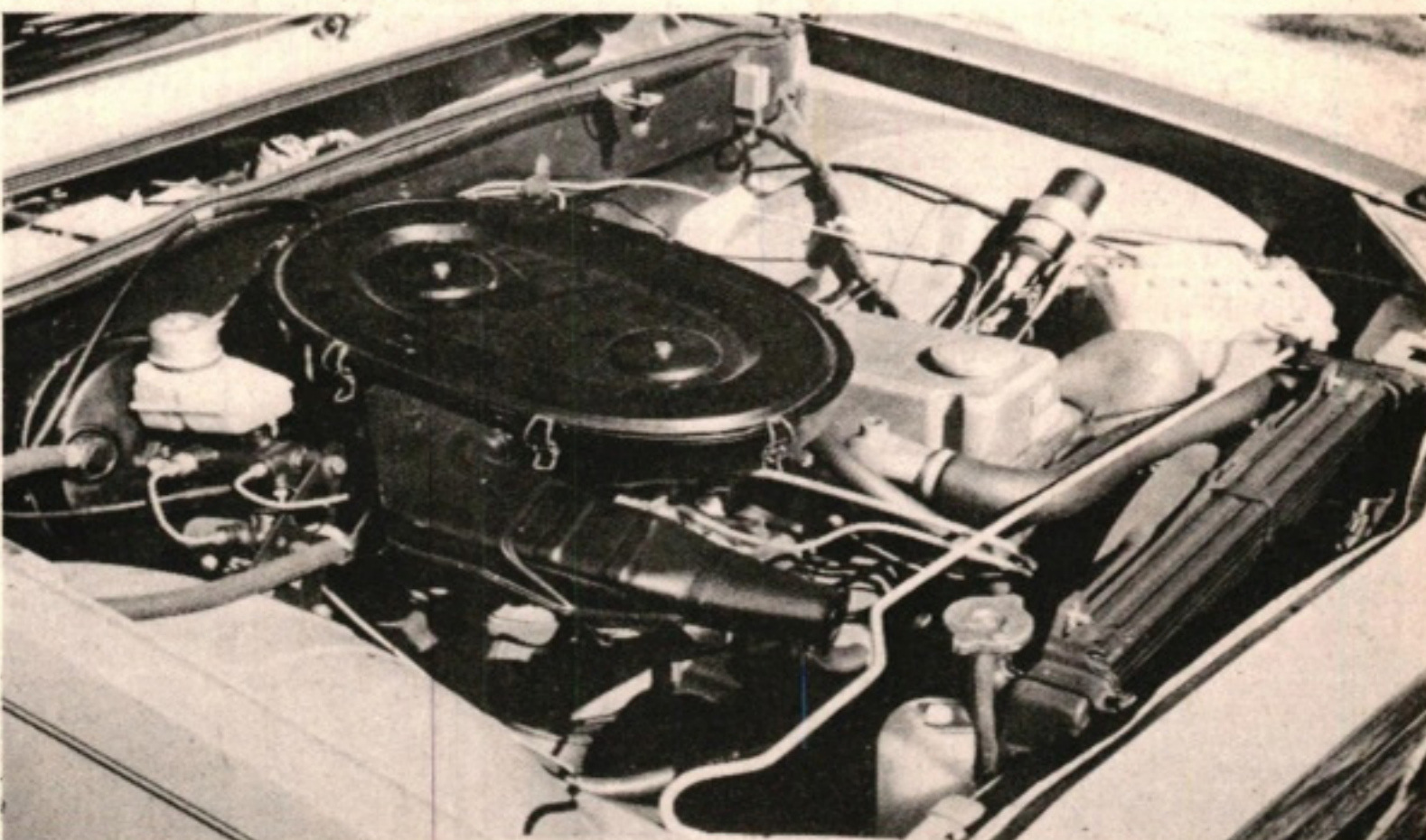
Car tested: Opel Commodore GS 2.8 two-door coupé.
Price £2,616.90; automatic transmission £183.82; power steering £119.24; all with tax and VAT.
Engine: Six-cylinders 92 mm x 69.8 mm (2784 cc); compression ratio 9.5 to 1; 142 bhp (net) at 5400 rpm; chain-driven overhead camshaft with hydraulic tappets; two Zenith double-choke downdraught carburettors.
Transmission: Hydraulic torque converter and three-speed automatic gearbox, ratios 1.0, 1.48 and 2.40 to 1; two-piece propeller shaft with intermediate bearing; hypoid rear axle with limited-slip differential, ratio 3.45 to 1.
Chassis: Combined steel body and chassis; independent front suspension by wishbones incorporating anti-dive angle, coil springs, and anti-roll bar; power-assisted recirculating ball steering gear; live rear axle on four longitudinal links and Panhard rod; telescopic dampers all round; servo-assisted brakes with ventilated discs in front and drums behind; bolt-on disc wheels, fitted Michelin 175 HR 14 x AS tyres.
Equipment: 12-volt lighting and starting; speedometer; rev-counter; oil pressure, water temperature, and fuel gauges; voltmeter; clock; heating, demisting and ventilation system with heated rear window; two-speed windscreen wipers and washers; flashing direction indicators; reversing lights.
Dimensions: Wheelbase, 8 ft 9 in; track (front) 4 ft 9 in, (rear) 4 ft 7.1 in; overall length, 15 ft 1.3 in; width, 5 ft 8 in; weight, 2778 lb.
Performance: Maximum speed, 115 mph. Standing quarter-mile, 17.0 s. Acceleration—0-30 mph, 3.0 s; 0-50 mph, 6.5 s; 0-60 mph, 8.7 s; 0-80 mph, 15.8 s; 0-100 mph, 31.0 s.
Fuel consumption: 20 to 24 mpg.



The driving position is comfortable, with well-placed controls and an excellent view through the generous area of glass, the instruments being smart and very legible.



Above, the body is a two-door four-seater of attractive appearance with a low waistline and commendably large glass area. Below, the six-cylinder engine is a hefty unit with seven main bearings and light alloy cylinder head.



Autosport-Ladbroke's Grand Prix competition

Now that the John Player Grand Prix is definitely on as a full-blooded round of the World Championship, the discussions and arguments can begin in earnest in pubs, motor clubs and traffic jams up and down the country. What will happen in Britain's premier motor race?

The AUTOSPORT/Ladbroke's Grand Prix competition gives you a chance to show your skill at predicting how the big event at Silverstone on July 14 will turn out. Next week we'll be publishing the full entry list, with the odds that Ladbroke's are quoting for the race, and another entry form. Together with the form we published on page 29 of last week's issue, and the one below, you'll be able to have three stabs at deciding who's going to fill the first six places. You can make as many or as few entries in the competition as you like—as long as each one is on an official entry form from AUTOSPORT last week, this week or next week. We'll give you the address to send your entries to with the race line-up next week.

The competition costs absolutely nothing to enter. And the first correct solution opened—or, if none is correct, the nearest to it—will win a fabulous two-week winter holiday for two in the sun-soaked Mediterranean island of Malta. What a chance to escape from the English cold! The winner and the companion of his or her choice will fly at Ladbroke's expense to Valletta, and

will be entertained for a fortnight with full board at the island's most luxurious hotel, the superb Dragonara, which is built on its own peninsula jutting out into the blue sea. They will also, in recognition of their skill in prediction, receive free passes to the famous Dragonara Palace, once the home of Malta's

most noble family and now the island's Casino.

So watch out for the third, and final, competition entry form, and the official line-up for the race to enable you to do the competition, in next week's issue of AUTOSPORT.



The fabulous Dragonara Hotel—Malta's most luxurious hotel chosen for your holiday.

RULES:

1. Employees of Haymarket Publishing Ltd, Ladbroke & Co Ltd, their advertising agents and members of their families may not enter.
2. The editor's decision will be final, and no correspondence may be entered into.
3. The winning entry will be the first one opened after the race has been run which correctly names the drivers of the first six cars to finish the race in their correct order.
4. If after every entry has been examined there is no correct solution, the entry naming first five correct drivers and, as sixth driver, the driver who finished nearest to sixth place, will be deemed the winner; and so on.
5. There is no limit to the number of entries that any one person may make, but each entry must be made on an official order form from AUTOSPORT issues dated June 21, June 28 or July 5.
6. The official entry list will be published in AUTOSPORT next week to enable entrants to fill in their entry forms.
7. The closing date for receipts of entries for the competition and the address to which they must be sent will be announced in the issue of AUTOSPORT dated July 5.
8. The sender of the winning entry will be notified by post, and his name and address published in AUTOSPORT during August.
9. Every effort will be made to arrange the prize holiday to suit the convenience of the winner, although precise dates may be subject to availability.

I think the first six positions in the John Player Grand Prix at Silverstone on July 14 will be filled by these drivers:

First	Name of sender
Second
Third	Address
Fourth
Fifth
Sixth

Behind the wheel

by Denny Hulme



"I gave it the big stick up over 11 grand in every gear, and came sweeping up on the right hand side of Ronnie."

There was one dismal stage in the Swedish Grand Prix at the Anderstorp when I just knew it was going to be another of those races when I would have to make a pitstop. The first part of the race had been a bit of a procession with Ronnie Peterson and Emerson Fittipaldi out front in the black John Player Lotuses followed by the Tyrrells of Jackie Stewart and François Cevert and I was doing my best to get by François when we came up to lap a group of slower cars and one of them—guess who?—put a wheel in the dirt and the whole lot missed Cevert's car and dumped down the trumpets of my engine. It looked like Zolder all over again with throttle slides full of sand and the throttle jammed half open and immovable. In a situation like this you should either lift off and keep the throttle slides right shut, or crack the throttle wide open so all the gunge goes straight through. It's often better to let the engine munch up a few rocks than have the throttle jammed on full noise at a tricky bit of track.

I was hobbling round to the pits driving on the ignition switch, coasting round the corners on a dead engine and switching on for the straights, all the time desperately trying to free the jammed slides by tweaking the pedal. Amazingly enough this worked, the

throttle freed itself, and I was back on song again even though I was now about 16 s aft of the Lotuses and the Tyrrells.

All my dramas had happened on about the 37th lap and when I'd sorted it all out there were 21 laps to go. I knew at that point that I could make it. I wasn't convinced that I could win it, but I knew I could be right up there trying very hard. So I did, and on the way I collected the lap record. I was pulling François a second a lap and I was on the exhausts of his Tyrrell just as we came up to lap my team-mate Peter Revson in the other Yardley-McLaren. Peter had been given the message that I was in a bit of a hurry and rather anxious to pass François and at the end of the straight there was an unexplainable curious sort of situation where François couldn't quite make it past Peter and I managed to slipstream past him while he was figuring it all out. Peter let me through and it was downhill all the way to Jackie's Tyrrell. Does your ego all sorts of good when you know that you're reeling in these Super Stars at more than a second a lap. I was having no problems with any of the backmarkers and in fact I was collecting good tow from some of them which fired me into the corners very nicely.

When I arrived along Jackie had his hands full of black cars. Ronnie was out front and obviously determined to win his first GP on home ground regardless of how the battling champions felt about it. (I was a World Champ once too, so I include myself in there!) Jackie made it past Emerson on the inside going into the corner after the pits and I went under him at the next corner. Jackie was then trying everything to get past Ronnie but Ronnie wasn't having any of it. Then Jackie's car quit on him as we were going down past the pits (some sort of brake failure) and it was all down to D.H. and R.P.

I made one attempt at doing Ronnie at the end of the straight which was really the only place I could do anything about him. I switched off the rev limiter so that I didn't lose any split seconds when I needed them most, gave it the big stick up over 11 grand

in every gear, and came sweeping up on the right hand side of Ronnie.

Now when you're a Swede and you look as though you're about to win the Swedish GP you don't stand any nonsense from Bears, so he came moving across to the right just as I knew he would and that was the signal for the fastest Bear in the world to go sailing back across his slipstream and slingshot down past the Lotus right on line for the corner at the end of the straight. After that it was all over bar the shouting and I gather there wasn't a lot of that. The crowd had been pretty excited while Ronnie looked like winning but having a New Zealander out front apparently doesn't do quite as much for local enthusiasm. Ronnie had a slow puncture which wasn't helping him one little bit, and even though I was delighted to be winning I did spare a thought for how Ronnie must have been feeling. I didn't let it slow me down though.

The weird thing was that because of all the excitement of the chase and the thrash in getting past people I hadn't been paying a lot of attention to my pit signals and I thought I still had four or five laps to go. On the lap that I nailed Ronnie I came by the pits very pleased with myself and was more than just started to see the pit board showing only one lap to go. I'd done it just in time. If I'd waited another lap Ronnie might have been able to hold me out.

The car ran like a dream from half distance after it had disgorged all those rocks, and I reckon it's probably the best race I've ever driven. It was also satisfying to think that I was the first driver this year to break up the Fittipaldi/Stewart lockout on GP wins.

Martin and Adele probably thought dad was going a bit far waiting to win the race on Father's Day as a sort of party preview for his birthday (37th, he adds in a whisper) the following day, but it all added up to a perfect weekend. We started off on the right note by motoring up to Sweden with Phil Kerr, joint MD at McLaren Racing, and John "Mac" MacDonald in his Silver Shadow Rolls-Royce. Very posh we were, and very relaxed after the 25 hr ferry crossing from England to Gothenberg and the short two-hour drive from the ferry port to the track. I was most impressed with the track and the people who ran the race. You could run virtually anywhere on the track without getting into trouble and there were kerb stones, catch fences and guardrails exactly where it had been requested, and good run-off areas. We did ask for a couple of marshals' posts to be moved, but it certainly made a difference to work with a track organiser who really understood that we wanted to work with him to get a better race and better race track.

Our whole team meshed in well from the first day of practice. We had decided that I would keep my engine in for the whole meeting rather than our game of "musical engines" which usually results in me being out-guessed, and the mechanics doing a lot of extra work. So that's how I started the race with "old No. 061" bolted in the back. It's a Ford-Cosworth we seem to have had around for ever and although it never gives as much horsepower as the others on the dyno, it really works like a beaver when it gets into the chassis.

Being sponsored by the electronics company Hitachi meant that you got a few extras in the way of prizes like a very smart portable TV set which I'm certainly not cutting down the middle even if team boss Teddy Mayer does start waving contracts around!

Rather appropriately, with even a suggestion of prearrangement, the main trophy was a beautiful hunk of iceberg green glass and carved into the back of it as a main feature was, would you believe it, a big bear! Ronnie never really stood a chance. . . .

A very satisfied-looking Hulme relaxes in John MacDonald's Silver Shadow.



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Full marks to Mallock; Arnott top in FF

Definitely the best club meeting of 1973 took place at Mallory Park last Sunday when the BRSCC Midland Centre took on the daunting task of running 10 races during the afternoon, not forgetting a roller-skating event at lunch-time which was very serious, the winner averaging nearly 20 mph for four laps. When the motor racing started, it almost stopped again straight away when Ken Hubbard crashed his Dulon very heavily at the Esses in the first Formula Ford heat. The race had to be stopped while Hubbard was freed and taken to hospital with a suspected fractured skull, and the organisers had no choice but to run it all over again since overall times were to decide the qualifiers for the BOC final. Despite this set back, the BRSCC under Don Truman excelled themselves and the last race started no more than a minute later than scheduled, if that. The racing throughout the afternoon was fast in the hot and sunny conditions with Ray Mallock winning his second Formula Atlantic race in succession to underline that he has really arrived in single-seaters with the Chequered Flag March. Other notable winners were Vernon Davies and Derek Walker in the Shellsport Clubmen's events while Bob Arnott, on the day before the RAC enquiry into his last Mallory effort, just held off Derek Lawrence to take maximum BOC points.

When the first FF heat got under way it was Roger Orgee's MRE which took the lead but he gradually fell back with diminishing oil pressure and did not reappear for the second helping. Leading very comfortably when the race was stopped was Mike Young, who has swapped his Hawke DL10 for a new Merlyn Mk 24 in the Tricentrol colours but he only managed one lap in front on the second occasion before being overwhelmed by Richard Morgan, still in his old Lotus 61, and Roger Manning's Elden Mk 10. Manning led for three laps before Morgan took over as Young fell back to dice over third place with Tiff Needell's Lotus 69F. The 61 went on to win by 0.6 s from Manning while the 69F's margin over Young was only 0.2 at the end.

Derek Lawrence was on pole position for heat two and made this race his own, dictating the pace from the front after allowing Chris Woodcock's Merlyn Mk 20A to lead for the first lap. Woodcock soon fell back to fourth behind Mike Taylor's old Palliser, renamed a Wimhurst in deference to its designer rather than its original manufacturer, and Murray Sandman's Fablon-covered Lotus 61M. Taylor was never far adrift of the winning Dulon but never looked like taking the lead either, while all Woodcock's efforts to oust Sandman from third proved just insufficient. The third heat needed to sort out the huge entry of FFs brought together Bob Arnott's Merlyn Mk 24 and Donald MacLeod's new Van Diemen AF73. Arnott had pole and

led lap one but MacLeod was able to take the excellent Van Diemen through corners on all kinds of strange lines so that it was no surprise to see him drive round the outside of the Merlyn at the Esses and into the lead. For a moment it seemed the Scot had broken away but fuel surge and starvation were setting in at Gerards, causing the car to cut out at the beginning of Stebbe Straight, and despite his best efforts round the rest of the circuit, there was nothing he could do to prevent Arnott repassing and going on to win by 1.4 s. Syd Fox, running a Vegantune engine in the Camel-Hexagon Hawke DL10, was a consistent third finishing 0.8 s ahead of Richard Hawkins's Titan Mk 6 who was the same distance in front of Mike Chittenden's Merlyn Mk 24. An outstanding drive from the lower reaches of the field was put in by South African Roy Klomfass, who has also turned to Vegantune for his Royale RP16. He finished sixth.

As some relief from single-seaters we had the STP production sports cars on the line. Seventeen of them this time, although we didn't see Alan Minshaw among them! Chris Meek had obtained some of the rare Michelin tyres for his De Tomaso Pantera which was good enough to give him pole position by over a second from Nick Faure's hitherto dominant Porsche Carrera which was still on Klebers . . . this week! There was absolutely nothing Faure could do about the De Tomaso, but he certainly tried, hurling the car through the Esses and Devils Elbow in all sorts of attitudes and only losing out by 4.4 s at the end of the 10 laps. In the early laps Malcolm Wayne's Lotus Europa had stayed close to Faure but gradually fell away into the clutches of a charging Julien Stock, who is Sotheby's expert on the Italian masters, and was driving the Sports Motors Europa with verve after a slow start from the front row. With one lap to go the two Europas crossed the line absolutely side by side with Stock having the advantage into Gerards and holding it to the flag. A welcome face behind the wheel of Count Giovanni (call me John) De Stefano's LHD Carrera was Willie Green but he found the car in need of sorting and had to make do with fifth. Likewise John Handley's new Triumph TR6 was still an unsorted standard sports car and could not approach Shaun Jackson's class-winning TR6 this time. Geoff Till's Midget made all the other Spridgets, which had a Spitfire for company this week, look ridiculous and won the £1,200 class with ease.

Enough 1-litre Clubmen's cars were entered for the Shellsport race that they were given their own event again, which helps to highlight the intensely close scrapping which is going on among them this year. This week it was Derek Walker's home-built Ladybird Mk 10 which put one over on all the U2s

and led from start to finish after an excellent start. Second on the road was Martin Young's U2 Mk 11B, but his start was a little too excellent and he was docked a minute after working his way past Peter Cooke's U2 '11 and Martin White's Mk 11B. White was passed after a hard fight by Creighton Brown's Mk 11B which went on to harry Cooke, only failing to pass the championship class leader by 0.4 s. The pace of this lot was so great that the three 1600s who were given a run after failing to qualify for their own race could do no better than fifth, seventh and eighth with Mike Dixon's U2 Mk 11B leading the way.

Even without championship points to fight for the special saloon entry was large and split into two races. The one-litres came first and Martin Sellicks, after a last-minute engine rebuild, succeeded in putting his BMC-engined Cooper S on pole position at the expense of John Hipkiss, whose Mini-Ford has acquired a Clubman front in anticipation of a BDA transplant. Sellicks was determined to keep his advantage and led off the line with Hipkiss's boot flying open as the cars went round Gerards for the first time. Two laps of hard graft and some desperately close racing took Hipkiss into the lead, but the wretched boot refused to fall off and the officials had no alternative but to black flag him lest the offending object flew off on to Sellicks. This brought the race as such to an end since Sellicks was able to keep going more than fast enough to stay ahead of Richard Long's ex-Terry McNally Anglia which had come to Mallory in search of Gerry Taylor's Anglia, only for the fish and chip man to blow a piston after putting his ex-Roger Williamson car on the front row. Winner of the 850 class was Bob Shepherd's Mini, up from London, and going almost as fast as the dreaded Crouch/Dineen machine, so that every other 850 was left way behind.

The senior Clubmen promised a fabulous 10 laps with some very close practice times although some way off the Ray Mallock/Stanbury/Davies record. Vernon Davies it was who took pole in his rebuilt U2 Mk 11B now sponsored by Stuff Enterprises by courtesy of the man who brought about the last rebuild. Alongside was Rob Cochran's ever rapid Bladon racer with Stuart Glass using his demon Abbott engine to good effect for the outside of the row in his Gryphon C73. Gryphon charger Noel Stanbury was unusually far back after a moment in practice prevented a fast time. When the flag fell someone clipped the rear wheel of Barry Foley's St Bruno Roughcutter on the fourth row, sending him into retirement and holding up all those behind while Cochran had left a large pool of oil in the middle of the track.

However, he was still there at the end of the first lap, pressing Davies as hard as he could and adopting a Nelson touch so far as his gauges were concerned. Hot on their heels was the inevitable Dick Mallock in the U2 Mk 12, who moved smartly into second two laps later. When Cochran decided he really ought to see where his needles were pointing, he was immediately frightened into retirement leaving Mallock and Davies to fight it out to the end. Mallock's visor by now had a pretty good layer of oil and this was enough to persuade him that second was a better way of consolidating his championship lead than a desperate win-or-bust effort. His plan almost came unstuck at the hairpin on the last lap when he half spun, but was able to recover in time to prevent Frank Sytner passing by in his "new" U2 Mk 11B. Fourth saw a fine struggle between Glass and Richard Cresswell's Phantom which the Gryphon driver won by 0.4 s. Peter Evans, who had had Access to the second row after practice, regrettably had to retire when a plug lead came off on the first lap, while Stanbury's progress up the field was hampered by a spin which left him eighth.

So to the main race of the day which had Ken Bailey on pole position with a new engine in his Formula Atlantic March 722 by courtesy of Titan and sponsorship from Quicks of Manchester. He equalled Cyd Williams's lap record set with the same car last year, which must have made Cyd a bit sick for his new Brabham BT40 lost its

Stephen Choularton's March damaged its nose when avoiding a spinning Rajah.



radiator cap in practice and the engine was well cooked. The other Graham Eden engine in the field, in Peter Wardle's Surtees TS15, blew a head gasket so there was a gap on row two next to John Nicholson's Pinch Plant Lyncar. Alongside Bailey were two more Marches, the 722 of David Purley and Ray Mallock's rebuilt 712M which was running with some unscrubbed Firestones on the front, and Goodyears at the back, after the original Goodyears had blistered in practice.

Strange tyre combinations or not, it was Mallock who went straight into the lead from Jas Patterson who came storming through the Wardle gap in his Texaco March 722 with Purley slotting into third ahead of Sonny Rajah's March 73B, Nicholson and Bailey who had made a poor start. As Mallock set about consolidating his lead over Patterson, Rajah sorted out the rest by spinning out of Gerards on lap two, causing Bailey to spin in sympathy and sending Stephen Choularton's March 73B on to the rough to the detriment of his nose section. Nicholson had managed to steer round the fracas and set off after Purley, whose engine had lapsed on to three cylinders. The Lyncar was soon ahead of the blue LEC March, which eventually had to retire when the engine seized altogether, a piston picking up in the bore being the suspected reason.

Mallock was obviously in no trouble with Patterson but Nicholson was charging hard, taking over second at half distance and closing the gap on the leader. Mallock got the message, put his foot down again and opened up sufficient advantage to give him a well-deserved win. Apart from Mallock's progress, during which he just failed to equal the record by 0.2 s, Ken Bailey was attracting a lot of attention by the way he was recovering from his spin, which had dropped him to 12th. Lap after lap he picked up a place until he had reached fourth, unable to close on Patterson but showing that he will have to be reckoned with in future BP and Yellow Pages rounds. After Bev Bond retired the

Harry Stiller-entered GRD 273 with a misfire caused by flooding carburettors, Jim Murdoch came in fifth in the Tui BH2, the wing of which looked decidedly unsteady in the last few laps as Tom Walkinshaw pressed home a late challenge in the Myson GRD 273. Stan Matthews's sponsor has bought him a March 73B to see if he can do better than with the Ensign but he could only manage seventh this time.

The second special saloon race was a worthy win for that inveterate trier Bill Cox who rumbled his mighty WRC Capri round in a cloud of oil smoke sufficient to deter the three dicing pursuers from coming too close. Dennis Welch, whose rapid Anglia t/c had led lap one, eventually just made it to the line to take second place from Tom Powell's class-winning Cooper S with Jeffrey Allam's Blydenstein Viva a good fourth.

The BOC final just had to be a cracker, promising a return match (sorry, bout!) between Arnott and Lawrence. Before they could come to grips Lawrence had to dispose of Mike Taylor but, this done, he tackled Arnott by half distance and took the lead on lap eight. The Merlyn driver retaliated (in the nicest possible way) a lap later and yellow flags at the Esses on the last lap ensured that the Dulon stayed second with no opportunity for passing. Taylor remained third but MacLeod, after being badly boxed in at the start, worked his way well out of the ruck, equalling the lap record with the fuel surge cured by a fuller tank, and climbing up from 12th to fourth by the end. Hawkins was almost caught for fifth by Fox with Young taking seventh after Manning had spun at the Esses on the penultimate lap when the radiator boiled over and on to his legs, taking Klomfass off with him, and bringing out the yellow flag. Manning had earlier held a long moment along Stebbe when forced on to the grass and out of fifth place.

IAN TITCHMARSH

Formula Ford, Heat 1 (7 laps): 1. Richard Morgan (Lotus-Rowland 61M), 6 m 11.0 s, 91.70 mph; 2. Roger Manning (Elden-Piper Mk 10), 6 m 11.6 s; 3. Tiff Needell (Lotus-Scholar 69F), 6 m 11.8 s. **Fastest lap:** Morgan and Needell, 51.4 s, 94.55 mph.

Formula Ford, Heat 2 (7 laps): 1. Derek Lawrence (Dulon-Rowland MP15), 6 m 5.4 s, 93.10 mph; 2. Mike Taylor (Palliser-Scholar WDF2), 6 m 6.8 s; 3. Murray Sandman (Lotus-Scholar 61M), 6 m 9.6 s. **Fastest lap:** Taylor, 51.0 s, 95.30 mph.

Formula Ford, Heat 3 (7 laps): 1. Bob Arnott (Merlyn-Scholar Mk 24), 6 m 7.4 s, 92.60 mph; 2. Donald MacLeod (Van Diemen-Scholar AF73), 6 m 8.6 s; 3. Syd Fox (Hawke-Vegantune DL10), 6 m 10.0 s. **Fastest lap:** Arnott, MacLeod and Richard Hawkins (Titan-Titan Mk 6), 51.2 s, 94.97 mph.

STP Production Sports Car Championship round (10 laps): 1. Chris Meek (J.7 De Tomaso Pantera), 9 m 34.0 s, 84.67 mph; 2. Nick Faure (2.7 Porsche Carrera RS), 9 m 38.4 s; 3. Julien Stock (1.6 Lotus Europa Special), 9 m 47.8 s; 4. Malcolm Wayne (1.6 Lotus Europa Special), 9 m 49.2 s.

Over £3000 class: 1. Meek, 84.67 mph; 2. Faure; 3. Willie Green (2.7 Porsche Carrera RS). **Fastest lap:** Meek, 56.2 s, 86.48 mph (record).

£1626 to £3000 class: 1. Stock 82.68 mph; 2. Wayne; 3. Roger Smith (1.6 Lotus Elan Sprint). **Fastest lap:** Stock, 57.0 s, 85.26 mph (record).

£1201 to £1625 class: 1. Shaun Jackson (2.5 Triumph TR6), 5.86 mph; 2. John Handley (2.5 Triumph TR6); 3. Ron Harrison (1.8 MGB). **Fastest lap:** Jackson, 1 m 1.8 s, 78.64 mph (record).

Up to £1200 class: 1. Geoff Till (1.3 MG Midget), 72.73 mph; 2. Terry Hathaway (1.3 MG Midget); 3. Mikki Chittenden (1.3 MG Midget). **Fastest lap:** Till, 1 m 5.0 s, 74.77 mph (record).

Shellport Clubmen's Formula Championship round up to 1000 cc and non-qualifying 1001 to 1600 cc cars (10 laps): 1. Derek Walker (1.0 Ladybird-Holbay Mk 10), 8 m 42.4 s, 93.03 mph; 2. Peter Cooke (1.0 U2-Holbay Mk 8B/11), 8 m 44.2 s; 3. Creighton Brown (1.2 U2-Holbay Mk 11B), 8 m 44.6 s; 4. Martin White (1.0 U2-Holbay Mk 11B), 8 m 49.0 s.

Up to 1000 cc class: 1. Walker, 93.03 mph; 2. Cooke; 3. Brown. **Fastest lap:** White, 50.8 s, 95.67 mph.

1001 to 1600 cc class: 1. Mike Dixon (1.6 U2-AVJ/Broadspeed Mk 11B), 92.19 mph; 2. Mike Sales (1.6 Haggispeed-Holbay Mk 2); 3. Herb Moger (1.6 Gryphon-

Holbay C73). **Fastest lap:** Dixon, 51.0 s, 95.30 mph. **Special Saloons (10 laps):** 1. Martin Sellicks (1.0 Mini-Cooper S), 9 m 27.8 s, 85.59 mph; 2. Richard Long (1.0 Ford Anglia), 9 m 32.8 s; 3. Basil Dagge (1.8 Hillman Imp), 9 m 40.6 s; 4. Nick Birch (1.0 Hillman Imp), 9 m 44.4 s.

851 to 1000 cc class: 1. Sellicks, 85.59 mph; 2. Long; 3. Dagge. **Fastest lap:** Sellicks and Long, 55.6 s, 87.41 mph.

Up to 850 cc class: 1. Bob Shepherd (848 Mini), 82.07 mph; 2. Shaun McKenna (850 Mini); 3. Peter Day (850 Mini). **Fastest lap:** Shepherd, 57.8 s, 84.08 mph.

Shellport Clubmen's Formula Championship round 1001 to 1600 cc (10 laps): 1. Vernon Davies (1.6 U2-Holbay Mk 11B), 8 m 10.8 s, 99.02 mph; 2. Dick Mallock (1.6 U2-Holbay Mk 12), 8 m 16.8 s; 3. Frank Sytner (1.6 U2-Holbay Mk 11B), 8 m 18.0 s; 4. Stuart Glass (1.6 Gryphon-Abbott/Cosworth C73), 8 m 19.8 s. **Fastest lap:** Davies, Mallock and Rob Cochran (1.6 Bladen-Holbay BRL5), 48.0 s, 101.25 mph.

BP Formula Atlantic Championship round (25 laps): 1. Ray Mallock (1.6 March-Swindon 712M/73B BDA), 19 m 2.0 s, 106.39 mph; 2. John Nicholson (1.6 Lyncar-Nicholson BDA), 19 m 5.6 s; 3. Jas Patterson (1.6 March-Hart 722 BDA), 19 m 17.8 s; 4. Ken Bailey (1.6 March-Titan 722 BDA), 19 m 29.8 s; 5. Jim Murdoch (1.6 Tui-Smith BH2 BDA), 19 m 47.0 s; 6. Tom Walkinshaw (1.6 GRD-Racing Services 273 BDA), 19 m 47.4 s. **Fastest lap:** Mallock, 44.2 s, 109.95 mph.

Special Saloons (10 laps): 1. Bill Cox (6.2 Ford Capri-Chrysler V8), 9 m 13.6 s, 87.79 mph; 2. Dennis Welch (1.7 Ford Anglia t/c), 9 m 15.2 s; 3. Tom Powell (1.3 Mini-Cooper S), 9 m 17.2 s; 4. Jeffrey Allam (2.0 Vauxhall Viva GT), 9 m 17.6 s.

Over 1300 cc class: 1. Cox, 87.79 mph; 2. Welch; 3. Allam. **Fastest lap:** Cox, Welch and Allam, 54.2 s, 89.67 mph.

1001 to 1300 cc class: 1. Powell, 87.22 mph; 2. Nigel Clarke (1.3 Mini-Cooper S); 3. Paul Taft (1.3 Mini-Cooper S). **Fastest lap:** Powell, 54.2 s, 89.67 mph.

BOC Golden Helmet Formula Ford Championship round (10 laps): 1. Bob Arnott (Merlyn-Scholar Mk 24), 8 m 37.4 s, 93.93 mph; 2. Derek Lawrence (Dulon-Rowland MP15), 8 m 38.0 s; 3. Mike Taylor (Palliser-Scholar WDF2), 8 m 40.0 s; 4. Donald MacLeod (Van Diemen-Scholar AF73), 8 m 41.8 s; 5. Richard Hawkins (Titan-Titan Mk 6), 8 m 44.4 s; 6. Syd Fox (Hawke-Vegantune DL10), 8 m 44.8 s. **Fastest lap:** MacLeod, 50.2 s, 96.81 mph (equals record).

THIS WEEK'S COLOUR CENTRE SPREAD

Carreras-Rothmans have supported motor racing since 1961, staging that year the first of a series of international meetings. This year marks the company's 11th year of running a motor racing championship. From 1963 to 1967 it was reserved for sports cars in club racing, branching to Formula Ford in 1968 and to Formula 5000 on a national and international level from 1969 to date. The 1973 Rothmans F5000 European Championship has a record £90,000 prize fund at stake. In 1972 the company sponsored the richest ever motor race in Europe, the Rothmans 50,000 at Brands Hatch.

This season has seen the return of Rothmans to saloon car racing with the sponsorship of a BMW 3.0 Si in Group 1. The car, decorated in blue and gold, the Rothmans house colours, and driven by motor racing journalist Roger Bell, is seen here leading a bunch through Druids, Brands Hatch. The car is entered in all Castrol and Britax Production Saloon Car Championship rounds. Rothmans said: "In past years we have always concentrated on sponsoring events rather than individuals, so this is the first time we have supported a car and driver. For many years now we have had a very friendly relationship with BMW, and they have given us the benefit of their considerable experience in mounting this joint effort."

Photo: Gerry Stream

DUNLOP
FORMULA 70

WIDE
RADIALS
WITH AQUAJETS
WILL THEY FIT YOUR CAR?

ALFA ROMEO	1300, ALFASUD, ALFETTA, 2000 GTV, 2000 SPIDER, MONTREAL
ASTON MARTIN	DBS
AUSTIN	MAXI 1500, 1750 & 1800
AUDI	All current models except 80
BMW	All models except 2002 Tii
CHRYSLER	180
CITROEN	AMI 8 & ESTATE DYANE SM
DAIMLER	DOUBLE SIX & VANDEM PLAS SOVEREIGN 2.8 & 4.2
DATSUN	All models except 2000 & 240C
FIAT	All models except 500
FORD	ESCORT SPORT RS 1600 & MEXICO All current CAPRIS CORTINA MKIII ZEPHYR & ZODIAC MKIII
HILLMAN	All current models except HUNTER GT
HONDA	N600
HUMBER	SCEPTRE
JAGUAR	All current models
JENSEN	All current models (Inc. JENSEN-HEALEY)
LANCIA	All current models
LOTUS	SUPER SEVEN, EUROPA EUROPA TWIN CAM
MAZDA	1300 & ESTATE RX2
MERCEDES	200 8, 220 8, 200D 8, 220D 8, 230, 250 & 250CE, 250S, 250SE, 280S 8, 280SE 8, 280SEL 8, 280SL 8, 300SEL 8, 350SL
MG	B & BGT
MINI	All current models
MORRIS	All MARINA models
MORRIS	All MARINA models 1800 MKII
NSU	1200C, Ro80
OPEL	All current models except KADETT 100 CARAVAN 1200 CARAVAN & REKORD CARAVAN
PEUGEOT	404, 504
PORSCHE	All current models except 911
RELIANT	SCIMITAR GTE
RENAULT	12 SALOON, 15, 16
ROVER	2000, 2000TC, 3500, 3500S
SIMCA	All current models except 1301 ESTATE, 1501S ESTATE
SUNBEAM	All current models
TRIUMPH	All current models except 2.5PI & ESTATE and 1300 & 1300TC
TOYOTA	All current models except COROLLA ESTATE CORONA 2000 CROWN CUSTOM ESTATE
VAUXHALL	All current models
VOLKSWAGEN	All current models except KARMANN GHIA
VOLVO	144, 1800ES
WOLSELEY	18 85 MKII

For some high-performance cars which require VR-rated tyres, we make Formula 70 with a different tread pattern to the one illustrated. Your Dunlop Dealer will advise you whether you should fit this, the SP Sport Super.

This list includes most popular makes and models for which Dunlop Formula 70 radials are available. If your particular make and model is not on the list, consult your Dunlop Dealer who will be able to advise you on fitment.



"These tank-like vehicles are so heavy and cumbersome it is inevitable that they will crash into each other or come to a non-test track corner and plunge off the road."

IAN SADLER

The motoring correspondents v the future

Film, television, book, theatre and everything else critics have a marvellous time. Mostly their work is uninhibited, writing true thoughts and feelings. The automobile critic, or motoring correspondent, just doesn't seem to be in the same league. There are so many rules, so many things to consider. No, I am not about to embark on a crusade about crooked motor-noters because I think their profession is like any other—mostly honest with just a regular percentage of bought cases. In my dictionary "profession" is an occupation requiring training and intellectual abilities, so perhaps "job" (dictionary definition: employment) is a better word for the motoring correspondent's activities. The only qualifications necessary is an ability to master extraordinary working hours and a measure of good old enthusiasm.

What I do often find frustrating is the rather insipid way in which current motoring journalism has evolved. Though leisure time is increasing, magazine sales are, generally, not on the increase so perhaps this might have a further effect on the state of reporting. Take any one month's production of motoring magazines and there is one very noticeable uniform feature—that is their uniformity. Every now and again there is something out of the ordinary (like *Car* magazine and the Ford Cortina) but mostly it is the same middle-of-the-road recipe designed to cause the least friction all round. I hasten to add that AUTOSPORT is not included in the above. By far the greater proportion of our content consists of reports of individual sporting events. Thank heavens we have that variety and freedom. Surviving on a diet of advertising-orientated features year after year would be, for us, horrible—for you, well, you probably buy at least one such magazine every time you need a new stereo, steering wheel, headrest, etc.

Road tests are something else, principally the ones conducted by the bread-and-butter magazines I refer to. I can't say that I read that many, for after the car has been through all the evaluation procedures and the team of testers have had their discussion they all come out pretty much alike. Are there really no bad cars? Remember the average motorist has probably only driven his current car, plus perhaps a friend's briefly, so he needs to know.

Looking at last Sunday's papers the comparisons between the *Sunday Times* and the *Observer's* critics was interesting. The film reviews, for instance, were very different.

Dilys Powell and George Melly wrote remarkably different impressions of one newly released picture. I found the motoring columns very flat and indecisive by comparison. This week the *Observer* (both columns on page 21 of the respective papers) featured a 1000-mile report of the BMW 3.0 CSL, plus the Dolomite Sprint announcement. The BMW was a very safe choice for test, fitting in well with the quality advertising. Safe too in the fact that there are going to be precious few faults in a £6800 BMW anyway. The *Sunday Times* earned a couple more points in my rating. One point for dealing with three subjects. The Dolomite Sprint took pride of place in the 8½ x 8 inches allotted (the *Observer* had more quantity at 11 x 7½ inches) and my other extra point was specially awarded for the Sprint's headline "Sprinter in a 10-year-old vest"—very apt I think.

To sum-up my review of their reviews, neither was in any way false, dishonest or incorrect, but neither one was, for me, particularly interesting due to the all-pervading middle-line approach. One week I fell asleep halfway through the *Observer's* 1000-mile report of the Opel Kadett. Any owners of that model reading this please take no offence. The half I read said your Kadett was about the most orthodox, logical, faceless and simple car on the market. Can you imagine padding that out to about 30 column inches?

After making all these nasty remarks I feel guilty (I hope not hypocritical) and now I had better offer some suggestions. Before commencing I will add that my qualifications are, like a great many motoring writers, completely zero. I would favour more personal comment from both the magazines and the papers. There are some cars which you dislike for good reasons, right? Same here, so why do we never read of any? A change of policy could reap rewards for all of us. The day I read of a road test being abandoned because of, say, a fall of rain making conditions, in the tester's opinion, too dangerous for the ill-handling cross-ply tyred car, would be the day I start taking the praise seriously. A motoring press which ignores such cars, remould tyres and other nightmare horrors (like the worsening drinking and driving situation) does not deserve to be listened to. A universally harder line would soon prove constructive in helping solve such problems.

Another facet surely requiring urgent action is the ludicrous, farcical, state of affairs in America which, unless we are prepared, will spread here. Over there complete idiocy reigns with such devices as four ton "safety" cars being produced by the big three as their examples of future motoring. These tank-like vehicles are so heavy and cumbersome it is inevitable that they will crash into each other or come to a non-test track corner and plunge off the road. Perhaps that is why they feature air bags, full harness restraints, nets and steel girder protection all round.

One recent safety inspired innovation being considered is a little electronic eye mounted on the steering wheel which looks straight at you all the time you drive. First of all you have to go through your count-down procedure with door shut tight, harnesses all buckled up before tapping out your digital code (tells the car your brains weren't blown out earlier that day) which, if successful, will allow you to power the thing up to commence a drive. Once on the move the little spy in the wheel will keep constant surveillance, looking and sniffing. If it detects any alcohol on your breath during the journey it will switch you off. Similarly one eye blink too many, perhaps with a yawn thrown in, will also result in termination of journey as you would be considered too tired to continue driving.

This is not fantasy, there is serious research going on along these lines. That sort of thing must spell the end of motoring as we know it and surely we can help sort things out. We must present our priorities in the correct

order. Better driver education being by far the most important single requisite.

There is a body which could form a programme of such priorities—the Guild of Motoring Writers. I am not a member but from their new letters it looks to me like their priorities are rather more closed-shop; keeping members in touch with each other and not their combined millions of readers and—dare I say?—discussing each other's latest free trips abroad. . . .

A Group 1 world rally championship plan

For a long time now various bodies and individuals have proposed a proper world rally championship for drivers. At the moment there is a world series for makes and a European series for drivers and neither is what is needed to help create a wider interest. The European drivers' championship is quite hopeless and boring, and with such an ill-considered jumble of events and dates it does not even provide a true reflection of European drivers. The best drivers are doing the world/makes events anyway.

Instead of trundling out the old clichés here again I would like to go further and suggest a radically new world championship for drivers comprising 17 events (one every three weeks spaced through the year). My championship would require the drivers to use a Group 1 car only. Furthermore the regulations would require the vehicle to be a full four place mass production model.

The championship must be principally for drivers, for in news value one driver is worth any number of cars. But international rallying is not just about the drivers—the car plays a most important role for the manufacturer. He is only involved with factory assisted cars for the publicity of winning. Cars like Renault Alpines, 2-litre BDA Escorts, the Lancia Stratos and Fiat Spyders are exciting developments and in action they are spectacular and noisy. These cars should not be changed but the emphasis should. As an example, the last Monte Carlo Rally would have been won by the car that finished 19th—Gerard Larrousse's Alfa Romeo 2000 GTV, which was the highest placed Group 1 car. My regulations would allow this winning manufacturer unlimited advertising—but would prevent such nonsenses as the "Renault wins Monte Carlo Rally" rally-plate stickers which can be found on the rear windows of any new showroom Renault 4 utility car.

Other benefits over and above providing genuine and meaningful advertising would be reduced cost (not all that much, but perhaps enough to encourage cowardly concerns like British Leyland) to the manufacturer and a closer association between the all-important private entries and works cars. One other thing—rally stars like our Roger Clark would be just as spectacular driving standard cars. Think back to, say, 1967, when Mr Clark was driving a Cortina Lotus which was much closer to the standard product than the Escorts of today—we were all just as enthusiastic. In fact, on the Scottish Rally that year Roger Clark's works Cortina finished the rally with the nickname of "The Sausage"—for the car had bent just like an upturned sausage. Ford subsequently made about fifty modifications to the positioning of spot welds, etc. to production line Mk 2 Cortina body shells as a result. An admirable thing and just how it should be with rallying operating, in part, as a public testing ground for the cars you and I can buy.

With the demise of the Mini Moke, those for whom an ordinary convertible is not enough were left in somewhat of a quandary until the Beach Buggy came along in its cult form. Like all cults, that has faded, and apart from the Citroën open-bodied machine, there's little for the man who likes to be surrounded on all sides by carbon monoxide fumes. However, EJS Products of Romford, Essex, are currently marketing a kit with which to convert your ageing Morris 1100 or 1300 into an open-bodied vehicle, slightly resembling a miniature Austin Champ. With it they market a full range of accessories such as hood, hardtop, screens etc, and they tell you how to go about it, an operation which should take around 35 to 40 hours.

Eric Salmon is the man behind EJS and being in the car business he realised that the 1100/1300 range was one of British Leylands' best sellers, indeed the country's best seller before the Cortina came along and decided to do something with the car. The body on many cars is the first component to suffer and so he set about redesigning a fibreglass body to fit over the basic engine, sub frames, steering, dashboard, petrol tank, exhaust, seats, windscreen and lights, replacing the floor pan with a square tubed space frame and fibreglass floor pan. The first kit left in May of last year, and nearly 300 kits have been sold up to now, the response abroad contributing to this figure.



Alan White — EJS managing director.

EJS's suggested method of going about building a Ranger is this. First get your 1100/1300 from any source available. Remember that it is the mechanical components that you're going to keep, so they must be in as good an order as possible. Alan White, EJS's managing director, pointed out that it is possible to pick up an old car for as little as £15 to £20, but this could turn out to be more trouble than it's worth when taking into account the wear on the hydrolastic suspension, and on mechanical components in general. The idea

1100/1300 conversion for sun-seekers

then is to strip the old 1100/1300 of its body-front bulkhead and floor pan which can then be discarded.

Once you have examined the brake pipes and pumped up the hydrolastic again, the basic components could then be ready for fitting to the various kit parts of a Ranger. These include the basic space frame chassis already mentioned which is made of 1/2 in square tubing, the bulkhead, fibreglass floor pan, and both side and rear sections. This plus other smaller parts will give the basic Ranger body without hood or hard top and will cost £265 inclusive of VAT. Ranger and EJS then give a very detailed guide on how to build up the car, pointing out where to take care in certain sections and in what order to assemble the car. Alan White reckons that with all the components ready to hand and an ordinary tool kit plus drill and pop rivet gun (which he says you should have anyway if you've had an 1100 that long), the entire operation of building should take 35 to 40 hours, while the stripping and preparing would probably take the same amount of time.

The finished article is some six hundred-weight lighter than the original car at around 17 or 18 hundredweight and its overall length is reduced by around 14in. The paint is specified before delivery and is coloured in the glass although there is a range which is principally used and colours outside this range take one or two days longer to arrange. The delivery time of a kit is in the region of three weeks of cash deposit with order. Kits are delivered by the company and delivery charges vary on area.

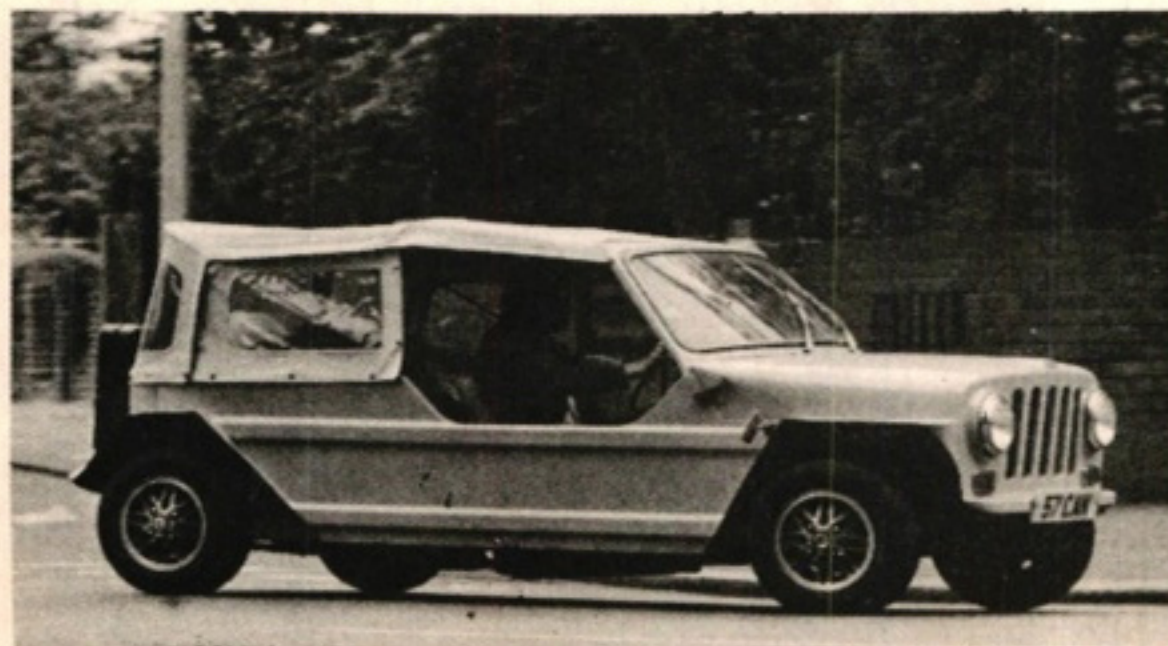
Among the extras that the company do are a soft top complete with side doors, folding frame, fasteners etc for £34.95, while there is also an estate hard top fully glazed with locking front doors, opening tailgate costing approximately double the soft top. A tubular steel roll bar is available for around £9.50, and a tow bar attachment costs the same. To give the car a most utilitarian look, EJS also provide a 5 gallon Jerrican of military origin to strap on the back which costs £6.95. Should you have some kind of prang on your Ranger, some idea of what it will cost you in spares can be gauged by the price of a bonnet for instance, at a little under £20. The floor pan sub-assembly costs £22 and a rear section costs £18.80 in case anyone should thump you up the rear. All extras are subject to 10 per cent VAT.

Alan White was kind enough to allow me to take away his early demonstrator, CAN 57, which used to be a 1964 1100, and is now a Ranger fitted with hood and Cosmic wheels. The 1964 bit should be emphasised because this gave me a very good idea of just how nasty a car as elderly as this could be. While the engine had plenty of poke, being adapted to twin Strombergs, the rattle, bang and graunch from the driveshafts terrified me and there was very little point in going at any speed unless one was a complete sadist. However, let us assume that it was an adapted 1973 model and concentrate on the body and conversion.

One's first problem is to get into the car, and while this is very easy when the hood is down and the car open, it is quite a business with the hood up, not to mention rain bucketing down. First the side screen has to be lifted (it rises at an angle so it's not too easy) and then one has to climb over the high side sill, at the same time swinging into the seat, which, even when as far back as possible and remounted on the new floor pan, seems very close to the wheel and not particularly comfortable. This action alone might cause a few divorces from wives. Once in and away, there is little noise from the hood except the occasional rattle which could be traced in time. However, when driving over bumpy roads, the frame and body rattle particularly badly, but this is obviously exceptional. In the rain, one's initial setting off was rather wet with rain pouring in one or two cracks, but once in motion, the leakage was about the same as any rather old hood, although the hood itself is nicely made. The side screens through which one enters are fixed by popper clips and these should be fixed during motion as they are apt to fly out on the hinges going round corners.

With the hood down, things become much easier and quieter. Entry is simply over the sills, and all the rattles disappear into the wind. If it would seem that it was about to rain, but was hot and sticky, then it is easy just to remove the sidescreens and put them in the back, an operation that can be done with one hand. Putting the hood back up again was not difficult although it took around ten minutes the first time round. This time was cut to two minutes the next time, by simply half erecting the hood and doing the entire operation from inside the car, hoisting the hood around one. However, storage of the hood, screens etc, and four

The Ranger with hood up but screen off (left), and topless trim on the right.



Tune in

people in the car might prove to be difficult. The general finish of the interior was not entirely good, with gaps between the space frame and fibreglass floor pan, while the latter also gave problems with its lack of grip, although the entire interior finish could obviously be re-worked and re-upholstered, providing the car was not to be left open.

Obviously the Ranger is ideal for a sunnier climate than our own, and it should be consistently angled towards this market. Canada has shown interest and kits have gone to Spain, Switzerland and Italy, and I personally think that this is the ideal market, where people can cover the interior with sand and generally illtreat it and it can be easily tidied and cleaned, while the fibreglass body and guaranteed subframe would suffer little. Rangers may be built up by the company, although they won't supply a car themselves; the cost of building would be in the £70 bracket. Development is always taking place on the kits, and the Mk 3 version should be available soon from the new premises in an old Southend cinema. A final word of warning: do take care about the old 1100/1300 to be used. It'll make all the difference.



The square tube frame provides the base of the Ranger. Also shown is the hardtop, here without windows.

AA approval for Gunson

Gunson's Color Plugs Ltd have received official AA approval for their Carbalancer, their device which measures the balance of suction of twin carburettors. However, Gunson's had to make one or two improvements in its specification to satisfy the AA, without increasing the cost.

Three improvements have in fact been made. First, the metering head has been remodelled to fit the few carburettors that gave problems with the earlier head. Secondly, Gunson's have replaced the magnetic clip with an effective spring clip and a universal joint, so that the scale can be mounted on any material and always kept vertical. The design of the scale itself has also been varied so that any slight fluctuations in readings are damped out.

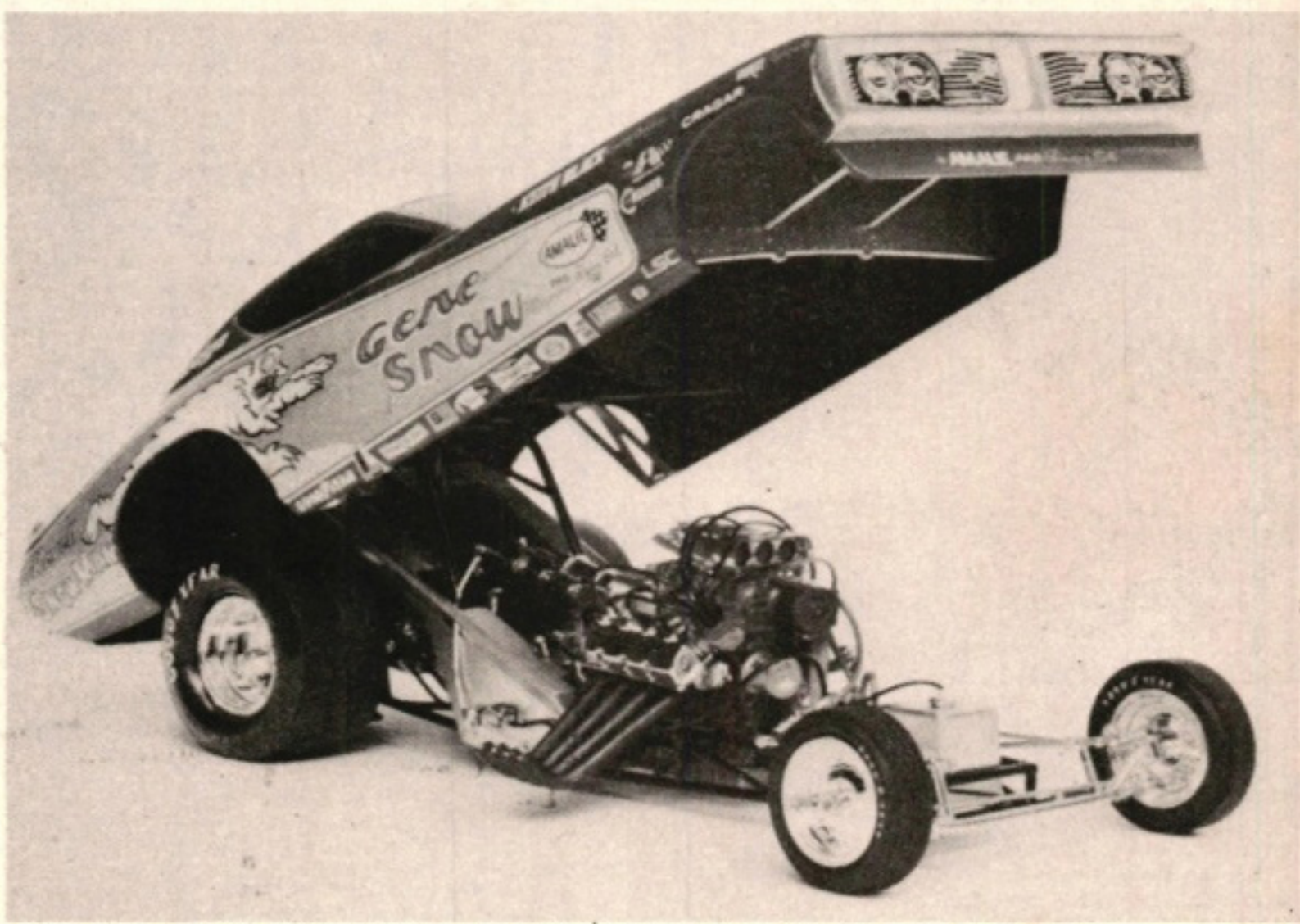
Gunson's had two products within the first eight approved officially by the AA, those being Colourtune and the Automatic reserve tank.

Expansion for Imp variants Ginetta and Clan

From Clan comes the news that the Crusader is shortly to hit the Dutch market. Sports Cars International will be marketing the car in Holland and Clan managing director Paul Hassauer says that they hope to sell 125 of the fibreglass car in the first year, the initial order being worth nearly £200,000. Production of Clans is now nearing the 20 cars per week mark.

Meanwhile, Ginettas, which were previously only available from the factory in Suffolk, are now being marketed by Harrop Motor Co Ltd of Alderley Edge Cheshire in the North West and A. B. Gelder Autos of London Road South, Sheffield in the North East. They will be working together with all stock, servicing and warranty work will be interchangeable between the two agencies. Demonstrators of both the G21 and the G15 will be available at both garages.

● It seems that our Lotus article concerning Caterham Car Sales may have caused some misapprehension that Caterham marketed the car on their own from 1970 to 1973. In fact, both the Harrop Motor Co Ltd and WB Sports-cars Ltd of Bristol were officially appointed, and they still deal in secondhand models.



Gene Snow's Revell Snowman is the latest funny car in the model makers' range.

New models from Revell

If you're fed up with building your pranged Formula Ford, or saving up for a Holley and trying to keep yourself away from the local hostelry, you might think of making up one of Revell's plastic model kits. They've recently bought out three new models, two dragsters and a hot rod.

Revell actually sponsor some of the funny cars in the States, and the latest addition to their range is an extra large one-sixteenth scale model of Gene Snow's Revell Snowman. The real thing is powered by a supercharged nitro-burning Dodge 488 Hemi engine and is based on a Logghe chassis. The model's body is hinged to display the fine details of the engine and the kit includes more than 50 chrome parts. Detail includes ignition wires and fuel lines, drag shute pack and hollow Goodyear rubber drag slicks. Price of Revell Snowman is £3.90.

Over 15in of dragster is provided by Revell for their California Charger, another one-sixteenth scale model. It is powered by a blown injected 426 Hemi engine, while the Revell version includes fire extinguisher, steering mechanism, control throttles, pedals, and engraved seat belt and harness. The body panels are detachable and chrome parts include the valve covers, blower, front suspension and steering, wheels, differential and exhaust headers. Price of California Charger is £3 exactly.

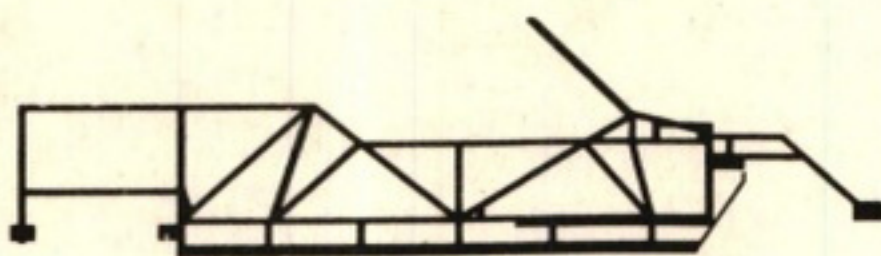
For the rodders, Revell have introduced a one-twenty-fifth scale model of a 1923 Model T Ford body with shortened pick-up bed on a modified 1932 Ford frame. Powered by a Chevy 327 V8, it has six two-barrel carbs. Revell's version includes complete custom paint job and costs £1.70.

RANGER

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CONVERT YOUR RUSTY OLD 1100 IN DAYS FOR £265 (VAT INCLUDED) EX WORKS.



This space frame chassis with all-steel welded construction, is the heart of the Ranger. Tough fibreglass panels combine to accept your old 1100 subframes and mechanicals plus trim components. **A few days' work**, without the need for any specialised mechanical knowledge can give you this:

This precision engineered chassis/body kit, available in 6 distinctive colours, will transform your old 1100/1300 saloon into this practical 4-seated run-about. Extras include a detachable estate hard top, soft top, all sporting opening front doors. Also available is a roll-bar and towing bracket. (1 piece floor pan now used). HP available.

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Tel : Romford 61778.**

Name
Address

A.S.I.

Nine races, mostly held in bright sunshine, was the menu at Brands Hatch on Sunday when the Sevenoaks and District Motor Club were in charge. In fact it was nine and a bit, for the first lap of the Kent Messenger round was marred by a four car pile-up and the race had to be stopped. Lombard North Central F3 points went to Tony Brise who disappeared into a very safe lead, the only real threat coming from Ian Taylor before he retired with a dislodged metering unit. Other championship round winners were Wil Arif (FF), Anthony Westbrook (Mini Seven), John Homewood (Kent Messenger), Nick Whiting (MCD special saloons), and Phil Spurling (Mini Miglia).

Most of the top F3 drivers turned up for the North Central Lombard round, although one or two had gone to Rouen, including Masami Kuwashima and Mike Tyrrell, while Alan Jones stayed at home ostensibly to prepare for the Paul Ricard John Player round, although rumour had it that GRD are building up a narrow tracked car for use on fast circuits. Sitting on pole for this round was Richard Roberts (GRD-Novamotor 373) who set a 48 s dead, 0.2 inside Rikki von Opel's lap record, while alongside him was Tony Brise, equalling the record despite considerable oversteer on the Kent Messenger March-Holbay 733. Completing the front row, on what turned out to be an unlucky grid position, was Leonel Friedrich with a 48.6 s, although he got new ratios after practice, as did the other Peter Bloore-prepared March of Russell Wood. Continuing the March domination was Matt Spitzley with his Neil Brown built carburettor engine on the same time as Friedrich, while next up was Mike Wilds' Dempster Ensign on 48.8 s. On the next row, making his first appearance in a Midford Group/Team Elden Mk 12 was Andy Sutcliffe, complaining of an old engine, but the team was very much at the birth stage, and there had been little time to pick up new engines, transporter etc.

Friedrich made the best start to be leading through Bottom bend, from Brise and Roberts, but by the end of the lap, it was Brise leading, and never to be headed. Friedrich kept up the pressure for a couple of laps, until Paddock on lap 5, when Allan Davies' Alpine spread oil around the circuit, and while Brise had a big moment, the Brazilian driver went off, abandoning his car at the foot of the hill. Hardly had he jumped over the barrier when Jimmy Fuller in the ADM Brabham BT 38 did the same thing, only to ram the white March, putting both cars out of the race.

Second was therefore left to the ever present Roberts, but Ian Taylor was forever closing after doing a slow lap time without any third gear. That cured for the race, he was charging in great style and just about to take Roberts when the metering unit came detached, and after an unsuccessful temporary repair, he retired the Baty March. Sutcliffe, therefore, who had seen Mo Harness spin out of fourth in front of him at Kidney on lap one, inherited third, which is where he stayed, although he seemed to close on Roberts towards the end. Russell Wood was next up after a steady unruffled drive in the Chequered Flag March, followed by a similarly controlled Mike Wilds. Brise therefore leads the championship by one point from Mike Wilds.

Proceedings opened with a Townsend Thoresen round, and with Rob Wicken away on holiday, it would seem the right time for Frank Hopper to grab himself a few points. However, starting the jinx on the outside grid position, Hopper found the starter motor jammed, and only started after the whole field had departed. Wil Arif (Merlyn-Scholar Mk 17) therefore leapt into the lead on lap one with Barry Hopwood in a new Micron close up, but Rich Bacon had other ideas and was through to second by half distance. Hopwood was further demoted by Frank Bradley's self-built car for one lap, but finally succumbed for good to Tony Rouff in the AB3-prepared Merlyn Mk 20A with Bradley next. Hopper never really figured, so the championship lead was unaffected.

The Mini Sevens came next and the feature



John Homewood (left), who won both the "Kent Messenger" round and the Shellsport celebrity race, tangles with Ray Calcutt's Bevan-prepared Imp on his way to victory.

BRANDS HATCH

Brise takes Lombard lead

of this race was a fine drive through the field by Mick Moss. After a very slow start from pole when the engine completely cut, he was well towards the back of the capacity field at the end of lap one. Hugo Hoyle's Oselli-tuned car was in the lead followed by Anthony Westbrook and Norman Finch, but lap three saw all change with Westbrook leading, Chris Tyrrell second followed by Hoyle and Finch. The latter disappeared when a plug packed up and the engine went on to three, while next time round, Moss was only 5½ s behind the leaders. Lap six and it was 2½ s, but just as Moss seemed about to take the lead, he slowed back to two seconds, the car boiling, so he took a good second behind Westbrook, and the BP Man of Meeting for his efforts. Hoyle finished third, after Tyrrell retired with a suspected blown head gasket.

The Kent Messenger round started badly with a four car ding at the entrance to Paddock involving Michael Bond, Norman Head, Peter Keith and Mo Mendham, the latter being the only injured driver with a cut arm, Mendham being thrown inside the car as he doesn't use seat belts. He was detained in hospital after it was found he had also pulled a muscle, but a marshal, hit in the chest by loosened Armco, was released. The track was cleared and the Armco refitted, and 30 minutes later the race restarted, Championship leader Ray Calcutt in the Bevan-tuned Imp being led initially by Ray Edge's Mini-Ford. Lap two and it was Calcutt from John Homewood's Carter-engined Imp with Edge slowing in third with the engine off song. Going up the hill next time round, Calcutt just failed to engage the right gear, and it was enough for Homewood to shoot through and take the lead he held to the flag. Calcutt was never far behind, while Roger Saunders climbed up from sixth on the first lap to take third in front of John Walsh's Vickers Mini, and John Schneider, which just caught Terry Attoe's slowing Mini on the last lap.

There was nothing much to be done about Brian Hough's 5.4 Richardson-engined TVR Tuscan, although John E. Miles tried valiantly in his 1.6 Turner, leading Hough for the first lap. However, Hough was by at Bottom on lap two, and while Miles never released the pressure it was Hough all the way. Initially third was Tony Dunderdale's similar car, but he was overhauled by first John Harris in

Christopher Williams' Triumph GT6, and then Christopher White's TVR Tuscan, Dunderdale finally finishing fifth.

The MCD round for special saloons was certainly tied up for Nick Whiting's Ford Escort FVA, but there were a couple of disappointing non-starters which might have enlivened the lower field proceedings. Bernard Bird did a loop the loop in the Gomshall Mini in practice to roll it into a ball, while Monty Guildford regrettably retired his Climax engined Mini after the warm up lap. Whiting was followed by Tony Mann's Anglia early on but he dropped well down the field with a moment, so Alex Clacher led the rest in his 850 Imp, despite the presence of Tony Sugden's 1.8 Escort, Sugden really benefiting from this Southern trip to take the Championship lead. Challenging Sugden and in a gaggle with Brian Cox (Mini-Ford BDA) and Bob Jones' 1.3 Mini was Colin Folwell, who finished fourth in the 3.0 Capri.

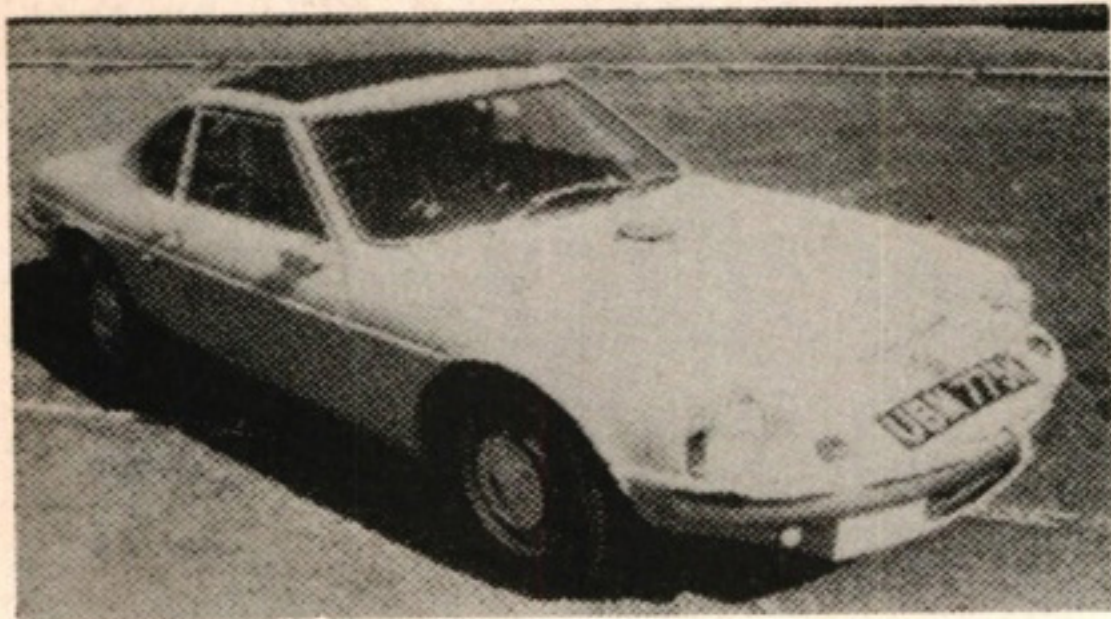
The libre race was not of great excitement, but as Tony Trimmer was leading the field in the F5000 McLaren M18, we didn't have to wait long until it was all over. Consistently second, having been overtaken by Trimmer on the first lap was Martin Watson's GRD-BDA 372, while third was an equally consistent Peter Deal. Everyone held their station brilliantly, but it wasn't much fun.

It didn't take Phil Spurling long to tie up the Miglia race, while behind him, squabbles for second and fourth made life interesting. Eric Groves was demoted to third by Dudley Fisher very quickly on lap two, while behind them, Syd Ryder and John Simpson dived for fourth, places swapping until lap five when the latter spun at Clearways, finally retiring with a holed radiator.

And so to the Shellsport Mexico finale with front row men Alex Clacher and Tony Brise arguing the lead until last week's winner, number 12, loomed on the scene, driven by John Homewood. He'd disposed of Clacher when Brise eliminated himself from the running with a spin at Paddock to leave the lead with the Imp man. Clacher remained second, followed by Hough, Cox, Clive Hawes (a successful MRS student), John E. Miles, Whiting (who had spun) and Spurling in a long line.

Brands Hatch results, page 39.

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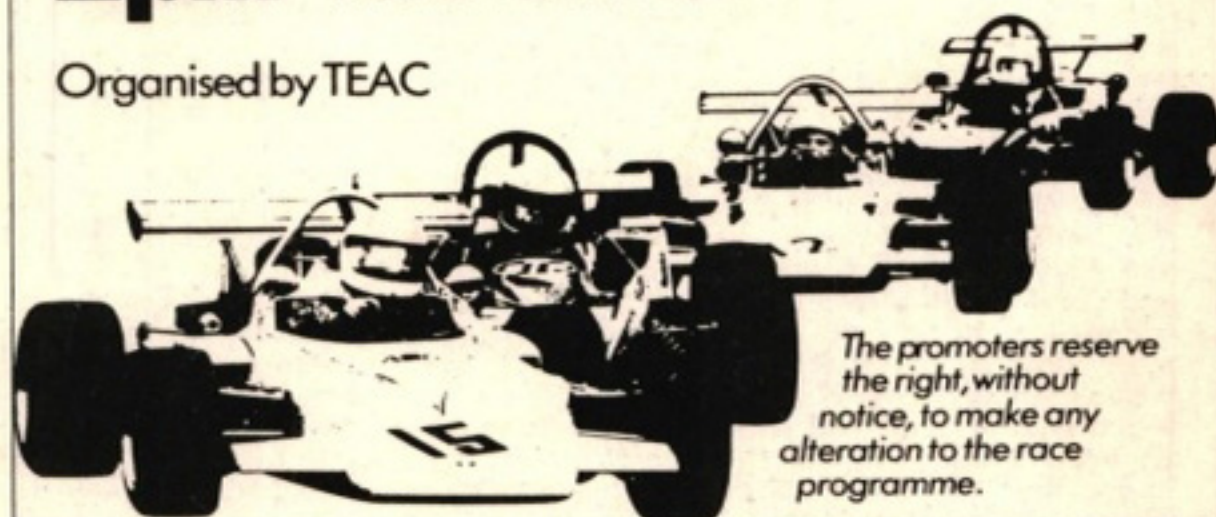
in the Lombard North Central Formula 3 Championship at Snetterton this weekend. With only seven points separating the first four drivers—Russell Wood, Tony Brise, Mike Wilds and Alan Jones, and people such as Damien Magee and Ian Taylor ready to take advantage of any slip by the leaders, this must be the race to see! Rounds of the STP Formula Ford Championship, the European Formula Vee Championship and the Esso Uniflow Special Saloon Car Championship and races for Clubmans, Modified Sports Cars, Mini 7 and Special Saloons add up to a great day's racing.

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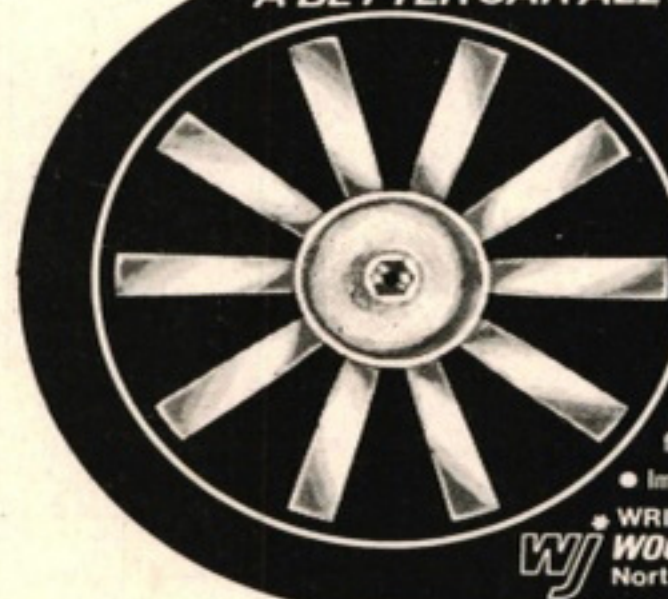
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AS3

Circuit's successful drag

This season's first International event exceeded the NDRC's hopes by a large margin in attracting some 180 vehicles, which apart from the handful of Santa Pod-backed cars, made up the best field ever seen at one time. The strong home entry was well challenged by the Swedish and German contingent who, as usual, did very well.

The venue presented some problems for the organisation in that the time allowed for runs was limited for a drag event, which generally takes all of the day from early morning. Once this was overcome, the staging lanes of cars spread down the main pit straight led to the fastest running eliminations ever seen at an airport facility, and possibly the fastest anywhere—the approaching deadline no doubt helped things along. Apart from the usual minor snags, the major criticism was that some of the pairings and eliminations were unfair, more of which later.

The first run of the big fuellers was between Clive Skilton and John Anderson, in the immaculate Swedish rear-engined car. It had barely turned a wheel before the event, and looked it, but it still fired up and sounded very strong. Skilton was still running the iron block stroked motor, and hung back a little to give Anderson a chance on his first run, but still came from behind to a sensational 6.77 to Anderson's equally impressive 7.7. Roland Pratt was next out in the "Hillbillies" car but after a promising burn-out the blower split on the line, putting the car out of commission for the day.

On the second run of the other two big cars, Anderson took it when Clive shut down with a minor engine problem making it one each going into the final round. For this the team decided to go up to 80 per cent and really "go for broke." The sight of Skilton's winged missile catapulting away stunned the crowd into a suspenseful silence as the two airfoils disappeared over the brow of the pit straight, then hushed them totally as the time was announced as 6.617 s at 217 mph—so close to both the elapsed time and speed records held by Priddle and Herridge. With this potential and the Donovan still to come, Clive is going to take some catching at the

forthcoming Internationals.

In the Top Dragster elimination Ray Hoare had his injected Chevrolet rail running well, although the excellent traction was a slight embarrassment to the car, which was a bit slower than usual off the mark. After coming through against Mike Treutlein in the exciting "Crescent Coupe" he faced Ed Shaver for the final. Ed was at the wheel of Mark Stratton's latest creation, a rear-engined funny car with the usual blown 392 Chrysler motor—the one in fact from "Metronome." Unfortunately, the body for the car has still not come along, so the car was running in open form as a dragster and looking rather like an overgrown go-kart. Ed qualified the car at 10.1 s on its first run and subsequently went down to 9.6 s to reach the final. Here his luck ran out when the car lost fire on the line, a problem that had plagued it all day. Ray ran on to a 9.6 s for the win.

In Top Competition, the leading contenders were Freddie Whittle (392 Bantam), now running under new Auto magazine colours; Willie Hesterman in the injected 454 Chev/Fiat; and Bjorn Anderson's very nice Opel Manta funny car, again with 392 power. This had some handling problems and an abundance of power that kept lighting up the left slick in the mid range, but still ran an 8.74s first time out—just quicker than the late Transcontinental had managed last year with Roland Pratt driving. Fred was down to 9.0s, with Hesterman on 9.3s. From here on there were some odd pairings, with a couple of totally outclassed cars thrown into the fray and Fred nearly went down in the semi to the Hesterman Fiat, his top end just giving him the verdict.

The final looked like going the same way when Fred was out cleanly in front of the funny car, but by mid-point Anderson was really on it and past Fred to an 8.5s at 177 mph, to Fred's 9.074s. In the Senior Competition, Freeman Rodgers continued his winning ways with the 427 Ford altered over Pete Smith's Buick car with an 11.1s to 11.3s. And so to the Street Classes, with plenty of action as usual. In Senior, Gerry

Marshall had entered in the Thames TV Firenze, and was soon running very good low 13's with her car to carve his way through the field to the final. Here he was to meet Bob Oram in the 'Red E' Jag. By this time both had managed 13's, so it looked pretty close. Gerry seemed to be enjoying himself, and commented that dragging was pretty tough on transmissions compared with his usual activities. As the two cars staged, Oram's rotor arm broke, but Gerry waited the minute or so it took to fix it; and then faced his toughest race. Bob's drag racing experience paid off with a good 'hole-shot' but then Gerry broke second gear anyway and slowed to 14s whilst Oram streaked to his best ever at 12.9s, some kind of a high mark for a Jag.

Top Street was really a bit farcical in that Anders Lantz was running his 454 injected Plymouth coupe, which should have been in Competition Altered. Running perhaps 500 to 1000 lb lighter than the rest—nothing else stood a chance. Cars to fall out included Dick Smith's Chevelle with another clutch, Mustapha Errol in the big Hemi Cuda, and John Wyles from Germany in his Plymouth Road Runner. The Roses 440 Cuda continued to improve with 12.9's regularly, but lost the semi-final to Jim Eury's 350 Camaro which ran a good 12.7 to just take the round. The final was the Camaro and the Plymouth and the ancient roadster shot to a staggering 10.7 to 12.6. Although rules obviously differ from country to country, the organizing club ought not to have placed the car against such outclassed machinery.

Gunne Backe turned up with his '73 model challenge to the British Pro-Stockers looking much the same as his '72 season Corvette, same colours, same spoilers, same block, and many other parts, and immediately ran an 11.3 in qualifying. Kevin Pilling replied to this with 11.1s, while Gary failed to qualify with his Camaro when the engine cut on the line. Tony Dickson, plagued with a mis-fire all day in his Camaro, eventually fixed it after a slow 12.0s qualifier, whilst Keith Harvie also ran 12s.

Before the racing started, Gary with his car cured, came out to try with its new truck block motor. After a really vicious burnout that actually tore some asphalt loose he showed the potential of the car by running an 11.0s at 127. This was despite a mis-fire off the line and time lost when the ignition rev-limiter, set for 8100 rpm, cut the motor in first and second.

Tony and Kevin came round to stage, and Tony had some trouble with lights, which, being tripped by his bodywork, were showing a foul when he torqued the car up on the line. By the time this was sorted out, Kevin was getting a bit hot, and noticed his oil pressure dropping right down in mid-run. He shut off to a 13, whilst Tony went on to 11.68s. Afterwards, they decided to re-run the event. Tony had to change tyres when he found the tube had shifted in one of his 13.50s, and ran 11.7s on the older 10.50s. Kevin storming away to another low 11s. Meanwhile the luckless Keith Harvie had dropped a rod in his car to let Gunne Backe through with 11.2s.

The final had all eyes upon it—could Kevin stop the all-conquering Swede, or would the win again go overseas. Kevin had Goggin, Dickson and Harvie helping him through the burn-out, whilst Backe had the entire Swedish team with him for this great race. Pilling did one long burn over the start and backed carefully over it to start with maximum grip and then the lights were running. Both cars screamed off the line, front wheels just lifting for both of them. All the way they were neck and neck, but Backe had red-lit and lost it anyway, though at first few people noticed this. The times came out as 10.91s for Backe, and 11.094s for Pilling, who could probably thank the red for the

BRANDS HATCH results

Townsend Thoresen Formula Ford round (10 laps): 1, Will Arif (Merlyn-Scholar Mk 17), 9 m 13.8 s, 80.61 mph; 2, Rich Bacon (Merlyn-Scholar Mk 11A), 9 m 14.8 s; 3, Tony Rouff (Merlyn-Vegantune Mk 20A), 9 m 15.6 s; 4, Barry Hopwood (Micron-Harvey Mk5A), 9 m 16.0 s; 5, Frank Bradley (Bradley-Brown), 9 m 27.6 s; 6, Paul Sleeman (Crossle-Scholar 20F), 9 m 28.6 s. **Fastest lap:** Rouff, 53.6 s, 83.28 mph.

Bob Fox Mini Seven round (10 laps): 1, Anthony Westbrook (Morris Mini), 10 m 47.0 s, 69 mph; 2, Mick Moss (Trident Mini), 10 m 49 s; 3, Hugo Hoyle (BLMC Mini), 10 m 54.6 s; 4, Jim Mancey (Jimimi Mini), 10 m 57.4 s; 5, Andy Devine (BLMC Mini), 10 m 59 s; 6, Alan Corbushley (Austin Mini), 11 m 00.4 s. **Fastest lap:** Moss, 1 m 02.2 s, 71.77 mph.

Lombard North Central Formula 3 round (20 laps): 1, Tony Brise (March-Holbay 733), 16 m 48.6 s, 88.52 mph; 2, Richard Roberts (GRD-Novamotor 373), 17 m 02.4 s; 3, Andy Sutcliffe (Elden-Holbay Mk 12), 17 m 02.6 s; 4, Russell Wood (March-Novamotor 733), 17 m 05.8 s; 5, Mike Wilds (Ensign-Holbay LNF3), 17 m 08 s; 6, Tony Rouff (GRD-Vegantune 373), 17 m 15.2 s. **Fastest lap:** Brise, 49.2 s, 90.73 mph.

Kent Messenger 1000 cc saloon car round (10 laps): 1, John Homewood (Hillman Imp), 9 m 33.2 s, 77.88 mph; 2, Ray Calcutt (Hillman Imp), 9 m 34.6 s; 3, Roger Saunders (Sigma Mini), 9 m 48.6 s; 4, John Walsh (Vickers Mini), 9 m 54.6 s; 5, John Schneider (Morris Mini), 9 m 56 s; 6, Terry Attow (Austin Cooper S), 9 m 56.2 s. **Fastest lap:** Homewood, 55.8 s, 80 mph (record).

Modified Sports cars (10 laps): 1, Brian Hough (5.4 TVR Tuscan V8), 9 m 17.4 s, 80.08 mph; 2, John E. Miles (1.6 Turner Mk 3), 9 m 19.8 s; 3, John Harris (2.0 Triumph GT6), 9 m 42 s; 4, Christopher White (4.7 TVR Tuscan V8), 9 m 44.2 s.

Over 3000 cc class: 1, Hough, 80.08 mph; 2, White; no other starters. **Fastest lap:** Hough, 54 s, 82.67 mph.

2001 cc to 3000 cc class: 1, Mike Westminster (2.6 Austin Healey 100/M), 79.74 mph; 2, Tony Wingrove (2.1 Triumph TR4A); no other starters. **Fastest lap:** Westminster, 1 m 01.6 s, 72.47 mph.

1151 cc to 2000 cc class: 1, Miles, 79.74 mph; 2,

Harris; 3, Tony Dunderdale (1.6 Turner Mk 3). **Fastest lap:** Miles, 54.2 s, 82.36 mph.

Up to 1150 cc class: 1, Dave King (1.1 Ginetta G4), 74.72 mph; 2, Peter May (1.1 Arkely SS); 3, Andrew Talbot (1.1 Triumph Spitfire). **Fastest lap:** Talbot, 57 s, 78.32 mph.

MCD Special saloon car round over 1300 cc, 1001 cc to 1300 cc, 851 cc to 1000 cc and up to 850 cc (10 laps): 1, Nick Whiting (1.6 Ford Escort FVA), 9 m 04.8 s; 81.94 mph; 2, Alex Clacher (1.0 Hillman Imp), 9 m 23.8 s; 3, Tony Sugden (1.9 Ford Escort TC), 9 m 28 s; 4, Colin Folwell (3.0 Ford Capri), 9 m 28.4 s.

Over 1300 cc class: 1, Whiting, 81.94 mph; 2, Sugden; 3, Folwell. **Fastest lap:** Whiting, 53.4 s, 83.60 mph.

1001 cc to 1300 cc class: 1, Brian Cox (1.3 Mini Clubman BDA), 78.35 mph; 2, Bob Jones (1.3 BLMC Mini); 3, Ian Edwards (1.3 Mini Cooper S). **Fastest lap:** Jones, 55.6 s, 80.29 mph.

851 cc to 1000 cc class: 1, Clacher, 79.18 mph; 2, Peter Baldwin (1.0 Mini Cooper S); no other starters. **Fastest lap:** Clacher, 55.4 s, 80.53 mph (record).

Up to 850 cc class: 1, Roger Gill (850 Hillman Imp), 72.05 mph; 2, Alan King (850 Austin Mini); 3, David Enderby (850 Morris Mini). **Fastest lap:** Neil Dineen (850 BLMC Mini), 58.4 s, 76.44 mph.

Formula Libre (10 laps): 1, Tony Trimmer (5.0 McLaren-Chevrolet M18), 8 m 06 s, 91.85 mph; 2, Martin Watson (1.6 GRD-Bectune BDA 373), 8 m 19.6 s; 3, Peter Deal (1.6 Brabham-Vegantune TC BT21D), 8 m 38.6 s; 4, Philp Guerola (1.8 Brabham-Cosworth FVC BT30/36), 9 m 43 s; 5, Malcolm Brown (Chevron-Cosworth B17), 8 m 43.6 s; 6, Ian Bracey (1.6 Ibec-JD P2), 9 laps. **Fastest lap:** Trimmer, 47 s, 94.98 mph.

Mini Miglia round (10 laps): 1, Phil Spurling (Oselli Mini Miglia), 9 m 50.8 s, 75.56 mph; 2, Dudley Fisher (Charon Miglia), 9 m 57 s; 3, Eric Groves (Tollgate Mini), 10 m 00.6 s; 4, Syd Ryder (Mayfield Mini Miglia), 10 m 40.2 s; 5, Terry Hird (Lassman Miglia Mini), 10 m 41.6 s; 6, Phil Johnstone (Morris Cooper), 10 m 47 s. **Fastest lap:** Spurling, 58.2 s, 76.70 mph.

Shell Sport Celebrity Mexico (10 laps): 1, John Homewood, 11 m 18.4 s, 65.80 mph; 2, Alex Clacher, 11 m 23.2 s; 3, Brian Hough, 11 m 24 s; 4, Brian Cox, 11 m 24.8 s; 5, Clive Hawes, 11 m 25.6 s; 6, John E. Miles, 11 m 26 s. **Fastest lap:** Phil Spurling, 1 m 05.8 s, 67.84 mph.

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SILVERSTONE continued

win in a fantastically close race.

The future for dragging at Silverstone looks good from this first attempt, the various problems are all ones that can be sorted out to make the event a really first-class fixture on the drag racing calendar. It was certainly the best of the NDRC's Castrol/RAC rounds this year and probably their best yet. What a pity the other fuelers couldn't run there as well.

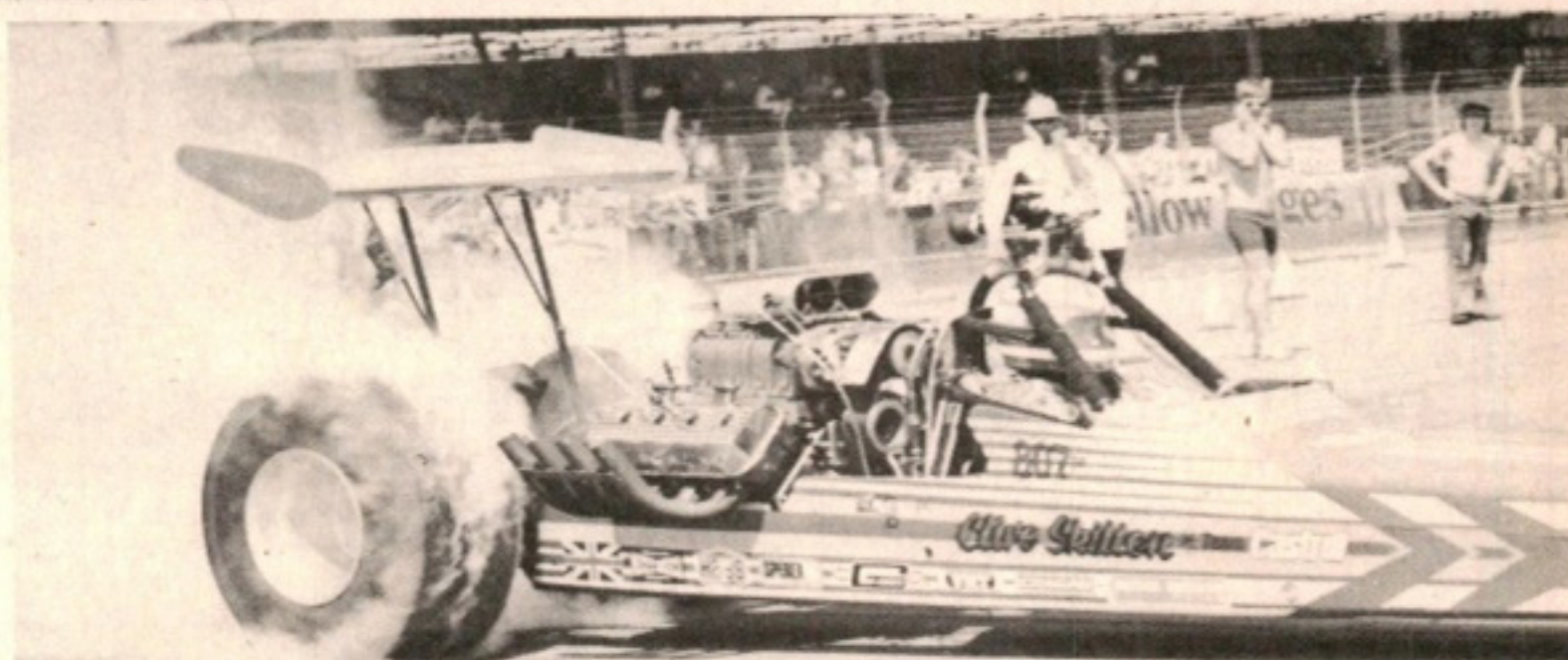
Junior Dragster: 1, K. Penfold 12.161 s; 2, G. Masters 12.935 s. Middle: 1, G. Cookson 12.363 s; 2, M. Lockyer 13.403 s. Senior: 1, J. Rotherham 12.649 s; 2, K. Cooper 13.119 s.
Top Dragster: 1, R. Hoare 9.633 s; 2, E. Shaver no time.
Top Fuel: 1, C. Skilton 6.617 s; 2, J. Anderson 8.713 s.
Junior Street: 1, D. Vizard 16.198 s; 2, R. Tallis 16.188 s.
Middle Street: 1, B. Bucknall 14.894 s; 2, D. Keay 15.494 s.
Senior Street: 1, R. Oram 12.961 s; 2, G. Marshall 14.036 s.
Top Street: 1, A. Lantz 10.729 s; 2, J. Eury 12.666 s.
Pro Stock: 1, K. Pilling 11.094 s; 2, G. Back 10.991 s.
Junior Comp: 1, Phillips 15.798 s; 2, G. Conrad 16.589 s.
Middle Comp: 1, R. Skinner 12.166 s; 2, R. Fielding 2.302 s.
Senior Comp: 1, F. Rogers 11.150 s; 2, P. Smith 11.385 s.
Top Comp: 1, B. Anderson 8.548 s; 2, F. Whittle 9.074 s.

Peter Harrington (Cougar-Scholar 73F) continued his domination of North-Eastern Formula Ford at a gorgeously sunny Cadwell on Sunday. Peter won both his races at this Nottingham SCC meeting which featured qualifying rounds in the VW(GB) and Sta-Power Monoposto Championships, won respectively by Bruce Venn's Canon Scarab and John Boughton's Brabham BT18. Two of the day's finest performances came from Johnnie Blades with the Clan Crusader and Sedric Bell (Mini-Holbay), who both drove inspired races against larger-engined cars and who both broke their class records. Bell thus provided the best possible advertisement for the engine which his car proclaimed was for sale.

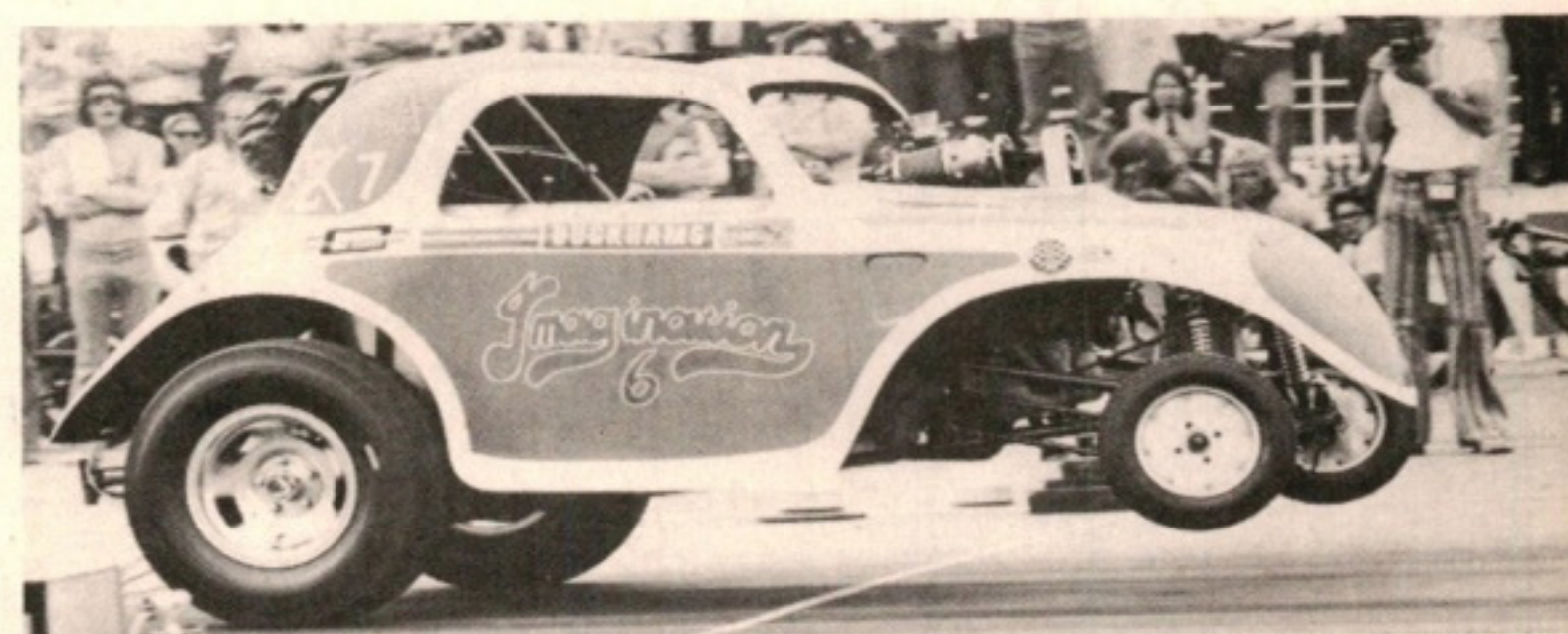
A fairly small field appeared for the opening Beetle Drive, with Bruce Venn's beautifully prepared Canon Vee Sport Scarab on pole position. Venn led all the way but he was never all that far ahead of a battle between Peter Wimhurst's Veemax and Keith Hollamby's Austro. These two remained tied together until lap seven when Wimhurst lost ground on Hollamby who set the fastest lap of the race as he closed on Venn. Brian Urlwin (McNamara) was on his own in fourth ahead of Martin Woodman's Project 73, which had shaken off a race-long scrap for 6th between Colin Dawson's Ian Bunker Peco and Rossi Ross's Austro, the place just going to Dawson.

It took Peter Harrington just over a lap to take the lead from Jose Ferreira da Silva's Elden Mk 8 at the start of the first Formula Ford race after the Cougar was rather slow off the line. Da Silva's excellent start kept him up in second place until lap five when Mike Wrigley, who had come up well from sixth on the first lap, displaced him. Wrigley is unfortunately another talented FF man who is very short of funds and may have to retire temporarily from the fray in the near future. After Wrigley had gone by da Silva came under pressure from a trio of Royale RP16s driven by Graham Elkington, who found a way past on the last lap in the Claire James/Studio Cosmetics car, Richard de la Rue and Bill Burley, who was penalised a minute for jumping the start.

The Cadwell 2 litre capacity limit did not stop the Northern Sports Cars (Scorton) Mod-sports event from being most exciting. Despite a superb start by John Evans from the second row, it was Richard Jenvey who took overall command in his supercharged Midget; this now apparently reliable car drawing out a 17.4 s lead by the end. However the Ark Racing Elan of Evans started coming under intense pressure from a very determined Johnnie Blades in the works/Heron Furniture Clan. The Elan needed all its power on



Clive Skilton won the big fuelers section at Silverstone (above). This weird device is the Fiat Topolino supercharged Lotus t/c of Rick Fielding (below).



CADWELL PARK

Harrington's FF double

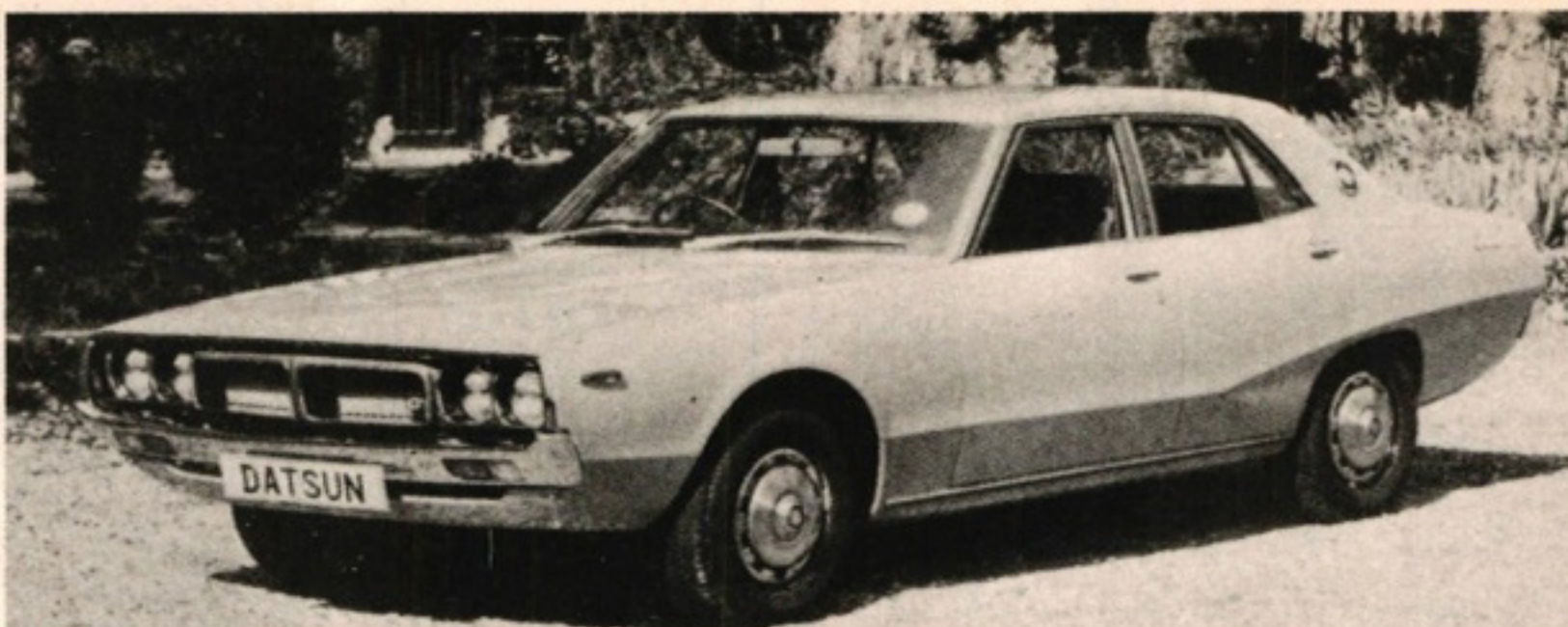
the straights to keep the little yellow car at bay. On the last lap Blades was well in the lead out of Barn but the Elan relentlessly hauled in the record-breaking Clan, passing it just before the line and then appearing to cut across into Blades's car, although any

contact was very slight. James Bucktor held fourth place initially with his 1.3 Midget but he retired on lap four with broken manifold studs. This gave the 1300 cc class to Tony Williams who had come tearing through from a first lap 12th in the Team Ziebart Sprite,

Johnnie Blades' Clan chases John Evans' Elan through the Cadwell countryside.



SPECIFICATION AND PERFORMANCE DATA
 Car tested: Datsun 240K GT Skyline 4-door saloon.
 Engine: Six-cylinders 83 mm x 73.7 mm (2393 cc).
 130 bhp at 5600 rpm (gross). Single chain-driven
 overhead camshaft. Hitachi twin-choke downdraught
 carburettor.
 Transmission: Single dry plate clutch, 4-speed all syn-
 chromesh gearbox with central change, ratios 1.00,
 1.415, 2.246 and 3.592 to 1. Two-piece propeller shaft
 to chassis-mounted hypoid unit, ratio 3.545 to 1.
 Universally jointed driveshafts with roller splines.
 Chassis: Combined steel body and chassis. Independent
 suspension of all four wheels by coil springs and
 telescopic dampers. MacPherson struts and lower wish-
 bones in front, semi-trailing arms behind. Recirculating
 ball steering gear. Servo-assisted disc front and drum
 rear brakes. Bolt-on disc wheels fitted 175HR-14
 radial ply tyres.
 Equipment: 12-volt lighting and starting. Speedometer.
 Rev-counter. Ammeter, oil pressure, water temperature
 and fuel gauges. Clock, heating, demisting and
 ventilation system, 2-speed windscreen wipers and
 washers. Flashing direction indicators, cigar lighter,
 reversing lights.
 Dimensions: Wheelbase 8 ft 7 ins. Track (front) 4 ft
 5.5 ins. Overall length 14 ft 7.6 ins. Width 5 ft 4 ins.
 Weight 2580 lbs.
 Performance: Maximum speed 115 mph (approx).



The 240K GT is a roomy four-door saloon, retaining much of the sporting character of the 240Z.

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Flather again increases lead

Mike Flather took a new class record and a further 9.36 Castrol BARC Hillclimb Championship points to further consolidate his lead in the Championship, at Harewood last Sunday. John Meredith added 6.20 to his total while David Franklin took second largest points score and a new record. Of the heavy metal, there was an excellent line-up and Mike MacDowell took an excellent BTD at 38.52 s—very close to Thwaites' record.

Even before the proper class runs began, the weather tried to upset the form-book by producing a heavy shower after the shared cars had their first runs together. It was therefore not until the second runs that the status quo was resolved. In class 1 Mike Flather took his well-prepared Cooper to the top ahead of the similarly blown Escort of Graham Brooks. Third was Roy Greenwood's Rally Equipe Cooper which hit a telegraph pole while airborne after the timing light; he escaped unhurt but rushed to his wife who had collapsed watching his accident. John Davis took the 1500 cc touring car section and in the small special saloons, Alex Boyle is beginning to get within Chris Cramer's fast record and was far and away the quickest of the contenders in his Lassman Cooper. In the larger class Jim Thomson reached the finish in 47.28 s in his Firenza, with the Motec S of Norman Adams not far behind with Mike Beckett's supercharged Anglia t/c in third.

"Well it had to come sometime," was Brian Kenyon's explanation after he spun his Sprite at Quarry on his dry run and was almost last in class. However he made sure that wife Pat got the ladies award after some maths problems in the control bus. First in class was Mick Merrills' Sprite with Mike Cleave (Sprite) second. John Ashcroft used the power of his Elan well to take the middle category in 48.48 s, while 50.36 s was enough for Mike Trewitt's MGC to claim the large class.

Early mod sports leader David Walker (E-type), was demoted to fourth partly due to a slipping clutch, and at the end Phil Bennett in Fred Cliffe's E-type took the class from the similar car of Nigel Pow. Class record holder George Whittingham (DMW) had Ian Curtis breathing down his neck in the clubmen's class the latter's U2 handling well to keep ahead of Joe Ward's Ward WD5-Ford. After Chris Seaman had the head crack again on his Sprite, John Bury kindly gave

him a drive in his Midget provided he wasn't in John's class, so between runs a few things were taken off the Midget to make it ineligible for mod sports and while Bury cleaned up the mod sports section, Chris did likewise in the small GT and sports car section.

Phil Scragg had an easy win with the ex-Bancroft Chevron B19 Alpina to win the big sports car class, while swarms of small racing cars did battle in the next class. Geoff Rollason's 44.86 s in Don Robinson's Lotus 69 was first run BTD but in the second attempts, David Franklin took his accustomed place at the head of the queue with 44.08 s in the Huntsman Vixen Imp from Doug Thompson's Ecosse Imp and Richard Courtney's Vixen. In fifth came the Whitbread Terrapin of Graham Ashley-Smith with an excellent 44.88 s on narrow tyres. Ken McMaster (GRD 272 Hart BDA) had the intermediate class well sewn up while in the larger class, Mike MacDowell's Brabham-Reppo BT36X led the class runs on 39.38 s from Roy Lane's McLaren M14D (39.88 s) and Chris Cramer's Grunhalla March (40.38 s). Rapidly getting used to his McLaren M10B was Tony Bancroft who recorded 40.67 s for fourth ahead of Richard Thwaites whose McLaren M10B was an unaccustomed fifth while sixth was Richard Shardlow in the ex-Tate of Leeds Brabham BT38 with an 1800 Rondel BDE engine (43.33 s).

In the Top 10 run-off, Franklin and Flather set new class records and Whittingham and Boyle in particular got even closer to their record times. MacDowell changed the rear tyres on his Brabham to slicks and these took him to the top in a well-controlled 38.52 s on a not entirely dry track, while Thwaites (whose car was similarly shod) improved to 39.54 s for second BTD. Lane was third on 39.88 s.

RESULTS

BTD: M. MacDowell (Brabham BT36X Repco), 38.52 s.
Class winners: M. Flather (1.0 Mini Cooper S/C), 50.11 s; J. Davies (1.3 Mini Cooper 'S'), 48.97 s; P. Ormerod (1.6 Ford Escort TC), 50.91 s; A. Boyle (1.0 Mini Cooper 'S'), 47.51 s; J. Thomson (2.5 Vauxhall Firenza), 47.28 s; A. A. Naylor (1.35 MCTC), 54.53 s; M. Merrills (1.3 A/H Sprite), 49.60 s; J. Ashcroft (1.6 Lotus Elan), 48.48 s; M. Trewitt (2.9 MGC), 50.26 s; J. Burg (1.3 MG Midget), 47.94 s; P. Bennett (3.8 Jaguar E-type), 46.98 s; G. Whittingham (1.6 DMW Ford), 45.46 s; C. Seaman (1.3 MG Midget), 48.49 s; R. Jones (1.6 U2 Mk II t/c), 43.12 s; P. Scragg (3.0 Chevron B19 BMW), 44.06 s; D. Franklin (1.0 Huntsman Vixen Imp), 44.08 s; K. McMaster (1.6 GRD272 BDA), 43.40 s; M. MacDowell (5.0 Brabham BT36X Repco), 39.38 s.
New Castrol BARC positions: 1. M. Flather, 67.87; 2. J. Meredith, 50.03; 3. D. Franklin, 41.29; J. F. Thomson, 40.06; 5. J. S. Robinson, 38.58; 6. A. D. Boyle, 36.12; 7. D. C. Robinson, 35.72; 8. N. Porter, 35.40; 9. R. W. Speak, 33.93; 10. N. W. Adams, 33.03.

CADWELL PARK continued

well ahead of Terry Carpenter's rapid MGB.

In the second Formula Ford race Harrington went straight into the lead as the flag dropped, and in fact this was a remarkably uneventful race. Wrigley had started the first race with unscrubbed tyres on the Merlyn Mk 11A so this time the margin between him and Harrington was slightly less. Behind these two came the Royale train with Elkington's last lap effort to pip Burley not quite coming off. De la Rue dropped a little way behind these two in the closing laps with an engine which sounded rather spluttery. The impressive Glenn Eagling took sixth place with his Lotus 61 still sporting its old bitza engine, although a new Scholar should be installed in a week or so.

Mechanical afflictions rather marred the Monoposto race, for Brian Toft's Anco had gearbox bothers in practice and never made the start while there were an astonishing number of misfiring engines by the finish. Brian Jordan's Nike made a cracking start but he was unable to hold off the Brabhams of John Boughton and John Davies. The latter's much-modified BT15 got very close to

Boughton around lap 4 but the blue car of the leader managed to pull out a slightly more comfortable margin by the end. Jordan's car was spluttering slightly by the finish but the fourth car—Alan Baillie's Viking—sounded a lot worse. Bruce West's BT18 took over fifth place when David Coombs Manta 71/C expired out on the course, while class leader Ken Crook had to retire his immaculate and very original Lotus 41 when he came in with the car sounding like an old 500, and retired with a blown piston. The much depleted small class then fell to John Lancaster's JCM Mk 6.

Derek Huntley's Escort-FVC went straight into an expected lead at the start of the Wendy Wools Special Saloon round, while Sedic Bell's mighty Mini fought with Paul Rhodes's ex-Norman Hodgson Escort, now fitted with a Crostone TC engine. On lap four a gesticulating Bell came by well ahead of the colourful Escort and then proceeded to haul in Huntley, setting the race's fastest lap, a new class record, as he went. By the penultimate lap Bell was really pressing Huntley and the latter had to extend the FVC horses to the full to stay ahead. Gerry Hinde's "Woodie Special" Mini-Ford/Holbay and Bill Barrett's

Cooper S collided at Charlie's without driver injury and it was Tony Dickinson in the Richard Pearson Escort who became a class-winning fourth at the end, ahead of Michael Hamlyn's Bateson Trailers Cooper S.

Clubman's and libre cars raced together for the Geo Sands & Son Ltd Trophy and the race looked a certainty for John Wingfield in the Marshall Wingfield Brabham-BDA BT40. Unfortunately the BDA needed a plug change early on and too much time was lost to achieve more than fastest lap. George Dixon's Brabham BT35X t/c was an early retirement and in fact it was Roger Craven who led all the way in smooth fashion in his F3 GRD 372. John Boughton completed a very satisfactory day by coming a good second with the Monoposto BT18, but he had to really fight for it for Les Aylott and the Ardua were on tremendous form. The RAFMSA driver does almost all his own building and preparation work and consequently must have just about the cheapest 1300 BDA in racing. The leading Clubman's drivers were in trouble with Barry Joell retiring the Toll Bar U2 with a wetted plug, Ruari Gillies lost a lot of time with a spin in his Gryphon C72 and Mel Ross dropped out when the wing of his U2 Mk 11B came adrift. This left Tim Wood's Pennine Motor Group U2 in command of the class and 4th overall, ahead of Neil Rodgers's U2 Mk 11B.

CHRIS MASON

Volkswagen (GB) National Formula Vee Championship, round (8 laps): 1. Bruce Venn (Scarab Vee), 14 m 05.4 s, 76.65 mph; 2. Keith Hollamby (Austro Vee), 14 m 07.4 s; 3. Peter Wilmhurst (Veemax), 14 m 10.6 s; 4. Brian Urwin (McNamara Vee), 14 m 41.6 s; 5. Martin Woodman (Project 73 Vee), 15 m 09.4 s; 6. Colin Dawson (Peco Vee), 15 m 24.8 s. **Fastest lap:** Hollamby, 1 m 43.0 s, 78.64 mph.

Graham Coaker Trophy Formula Ford, race A (8 laps): 1. Peter Harrington (Cougar-Scholar 73F), 13 m 40.6 s, 78.97 mph; 2. Mike Wrigley (Merlyn-Piper Mk 11A), 13 m 50.2 s; 3. Graham Elkington (Royale-NBE RP16), 13 m 54.6 s; 4. Jose Ferreira da Silva (Elden-Scholar Mk 8), 13 m 55.0 s; Richard de la Rue (Royale-Ree RP16), 13 m 56.0 s; 6. Tim Rathmell (Titan-Titan Mk 6), 14 m 01.0 s. **Fastest lap:** Harrington, 1 m 40.4 s, 80.68 mph.

Northern Sports Car (Scorton) Modsports Championship round (8 laps): 1. Richard Jenvey (1.3 MG Midget S/C), 13 m 57.0 s, 77.42 mph; 2. John Evans (1.6 Lotus Elan), 14 m 14.4 s; 3. Johnny Blades (1.0 Clan Crusader), 14 m 14.6 s; 4. Tony Williams (1.3 Austin Healey Sprite), 14 m 52.6 s.

1301-2000 cc: 1. Jenvey, 77.42 mph; 2. Evans; 3. Terry Carpenter (MGB). **Fastest lap:** Jenvey, 1 m 42.4 s, 79.10 mph.

1151-1300 cc: 1. Williams, 72.60 mph; 2. David Blackwell (1.3 Austin Healey Sprite). No other finishers. **Fastest lap:** Williams, 1 m 47.2 s, 75.56 mph.

Up to 1150 cc: 1. Blades, 75.83 mph; 2. Howard Jones (1.1 Ginetta-Ford G4); 3. David Beresford (1.1 MG Midget). **Fastest lap:** Blades, 1 m 44.4 s, 77.59 mph (record).

Graham Coaker Trophy Formula Ford, Race B (8 laps): 1. Peter Harrington (Cougar-Scholar 73F), 13 m 28.4 s, 80.16 mph; 2. Mike Wrigley (Merlyn-Piper Mk 11A), 13 m 36.8 s; 3. Bill Burley (Royale-Ledard RP16), 13 m 45.6 s; 4. Graham Elkington (Royale-NBE RP16), 13 m 45.8 s; 5. Richard de la Rue (Royale-Ree RP16), 13 m 52.0 s; 6. Glenn Eagling (Lotus-Bectune/Scholar 61), 13 m 52.8 s. **Fastest lap:** Harrington, 1 m 39.8 s, 81.16 mph.

STA-Power Monoposto Championship round (8 laps): 1. John Boughton (1.6 Brabham-Swindon BT38), 13 m 20.0 s, 81.00 mph; 2. John Davies (1.6 Brabham-Holbay BT15/18), 13 m 23.6 s; 3. Brian Jordan (1.6 Nike-Panther HC), 13 m 44.6 s; 4. Alan Baillie (1.6 Viking-Holbay Mk 1A), 14 m 01.0 s.

1001-1600 cc: 1. Boughton, 81.00 mph; 2. Davies; 3. Jordan. **Fastest lap:** Davies and Boughton, 1 m 38.0 s, 82.65 mph (record).

Up to 1000 cc: 1. John Lancaster (1.0 JCM-Ford Mk 6), 73.70 mph; 2. Henry Offiler (1.0 Micron-Holbay). **Fastest lap:** Ken Crook (1.0 Lotus-Cosworth 41), 1 m 45.8 s, 76.56 mph (record).

Wendy Wools and Nottingham Cup Special Saloon Championships round (8 laps): 1. Derek Huntley (1.8 Ford Escort FVC/Abbott), 14 m 11.2 s, 76.13 mph; 2. Sedic Bell (1.0 Mini-Ford/Holbay), 14 m 12.0 s; 3. Paul Rhodes (1.8 Ford Escort TC/Crostone), 14 m 31.0 s; 4. Tony Dickinson (1.3 Ford Escort GT/NBE), 15 m 01.4 s. **1301-2000 cc:** 1. Huntley, 76.13 mph; 2. Rhodes. No other finishers. **Fastest lap:** Huntley, 1 m 44.6 s, 77.44 mph.

1001-1300 cc: 1. Dickinson, 71.89 mph; 2. Michael Hamlyn (1.3 Mini-Cooper S); 3. Roy Curzon (1.3 Ford Escort GT). **Fastest lap:** Dickinson, 1 m 49.0 s, 74.31 mph.

Up to 1000 cc: 1. Bell, 76.06 mph; 2. Lionel Dickson (1.0 Arden Mini-Cooper S); 3. Graham Ashmore (1.0 Mini-Cooper S). **Fastest lap:** Bell, 1 m 43.6 s, 78.19 mph (record).

The Geo. Sands and Son Ltd. Trophy Clubman's and Formula Libre race (8 laps): 1. Roger Craven (1.6 GRD-Vegantune 372), 13 m 11.0 s, 81.92 mph; 2. John Boughton (1.6 Brabham-Swindon BT38), 13 m 41.0 s; 3. Les Aylott (1.3 Ardua-BDA Mk 3), 13 m 41.4 s; 4. Tim Wood (1.6 Mallock U2-Spectrum Mk 88/11), 14 m 32.0 s.

Clubman's over 1000 cc: 1. Wood, 74.30 mph; 2. Neil Rodgers (1.6 Mallock U2-Holbay Mk 11B); 3. David Huddleston (1.6 Mallock U2-Cosworth Mk 88). **Fastest lap:** Mel Ross (1.6 Mallock U2-Holbay Mk 11B), 1 m 44.2 s, 77.74 mph.

Formula Libre over 1500 cc: 1. Craven, 81.92 mph; 2. Boughton; 3. Geoff Lambert (1.6 Brabham-Vegantune BT38). **Fastest lap:** John Wingfield (2.0 Brabham-BDA/Bridge BT40), 1 m 31.8 s, 88.24 mph.

Clubman's up to 1000 cc and Formula Libre up to 1500 cc: 1. Aylott, 78.89 mph. No other finishers. **Fastest lap:** Aylott, 1 m 39.6 s, 81.33 mph.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Saab 99 EAH 4-door saloon.

Engine: Four cylinders 87 mm x 78 mm (1854 cc). Compression ratio 9 to 1. 97 bhp (net) at 5200 rpm. Single chain-driven overhead camshaft. Bosch electrically-controlled fuel-injection.

Transmission: Fluid torque converter. Primary chain drive, ratio 1.09 to 1. 3-speed automatic gearbox, ratios 1.0, 1.45 and 2.39 to 1. Spiral bevel final drive, ratio 3.82 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and telescopic dampers. Rack and pinion steering. Independent rear suspension by dead axle on coil springs and telescopic dampers with trailing arms and Panhard rod. Servo-assisted disc brakes all round with twin diagonal hydraulic circuits. Handbrake on front drums. Bolt-on steel wheels fitted 155 SR15 radial ply tyres.

Equipment: 12-volt lighting and starting. Speedometer. Fuel and water temperature gauges. Clock. Heating, demisting and ventilation system. Flashing direction indicators. 2-speed windscreen wipers and washers. Reversing lights. Radio (extra).

Dimensions: Wheelbase 8ft 1.4in. Track (front) 4ft 6.7in; (rear) 4ft 7.1in. Overall length 14ft 4in. Width 5ft 6.5in. Weight 1 ton 3 cwt.

Performance: Maximum speed 96 mph. Standing quarter-mile 18.0 s. Acceleration: 0-30 mph 4.4 s, 0-50 mph 9.0 s, 0-60 mph 12.6 s, 0-80 mph 23.9 s.

Fuel consumption: 22 to 26 mpg.

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SPECIFICATION AND PERFORMANCE DATA

Car tested: Moskvich 412 four-door saloon. Extra on test car, Michelin ZX tyres.

Engine: Four cylinders 82 mm x 70 mm (1478 cc), chain-driven overhead camshaft, twin-choke downdraught carburettor. Compression ratio 8.8 to 1. 80 bhp (gross) at 5800 rpm.

Transmission: Single dry plate clutch. Four-speed all-synchromesh gearbox with central change, ratios 1.0, 1.33, 2.04 and 3.49 to 1. Open propeller shaft. Hypoid bevel rear axle.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs and anti-roll bar. Worm and double roller steering gear. Live rear axle on progressive-rate semi-elliptic springs. Double-acting telescopic dampers all round. Servo-assisted drum brakes on all four wheels. Bolt-on disc wheels, fitted 165-13 Michelin ZX tyres (extra).

Equipment: 12-volt lighting and starting; speedometer; ammeter; oil pressure, water temperature and fuel gauges; hand-controlled radiator shutters; heating, demisting and ventilation system; two-speed windscreen wipers and washers; reversing lights; starting handle; inspection lamp; tyre pump and pressure gauge; full tool kit.

Dimensions: Wheelbase, 7ft 10in; track (front), 4ft 0½in, (rear), 4ft 0½in; overall length, 13ft 5in; width, 5ft 1in; weight 19½ cwt.

Performance: Maximum speed, 90 mph. Speeds in gears—third, 72 mph; second, 45 mph; first, 30 mph. Standing quarter-mile, 19.2 s. Acceleration—0-30 mph, 3.8 s; 0-50 mph, 9.0 s; 0-60 mph, 13.8 s; 0-80 mph, 28.4 s.

Fuel consumption: 25 to 32 mpg.

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Warren's first in four years



George Warren — first-ever BTD in four years.

Welshman George Warren scored his first ever BTD in four years of autocrossing last Sunday when he beat a star-studded field with his newly-acquired ex-Ron Douglas BDA Escort at the Midland Manor Castrol/BT/RDA Championship round at Long Marston, near Stratford on Avon.

In one of the closest battles so far this season—this being the 10th round—Warren was one of half-a-dozen drivers who could have taken BTD, so close was the competition. Early leader was the flying butcher Roger Brunt who withstood the second run flyer from Peter Harrold's VW and after Warren had set 1 m 43 s Terry Smith, Malcolm Orme and two of the specials men Rob Lyall and John Watkins were both in with a chance. In the end Smith, in his brand new 1340 Mini, was closest with 1 m 43.9 s but nobody begrudged the Neath garage owner his moment of glory. Midland Manor staged the event at just under a month's notice, attracting substantial prize money and the event attracted a full entry.

Proceedings began with 14 cars contesting the standard saloon class and this predictably went to the 911S Porsche run by Brian Evans and Dave Marston. Marston took the class by nearly 2 s and has jumped into the overall lead in the class as Martin Barnard is no longer collecting points in the championship though still running the Datsun 240Z. He was 5 s away in third with Mexico man Dave Keevil in fourth.

Nick Garner who is currently under pressure from newcomer Richard Macdonald in the small Minis class in the overall championship put his contenders in their place with a neat 1 m 47.8 s second run to win his class for the fifth time this year with a somewhat subdued Barnard struggling to hang on to third place ahead of a noisy 16 others. The RWD front-engined saloons, up to 1300 cc was a personal battle between the Merridale brothers. Bob the younger set the pace with 1 m 50.2 s on his first run, over 2 s quicker than Tony who promptly replied with 1 m 50.8 s while Tom Eaton's quick Anglia notched a fine third for the home club with his Anglia in 1 m 51.9 s. Merridale's win has hoisted him to the head of the class in the championship and similarly placed, after a fine second run in the sports car class is Roger Dowson. Both Dowson and Paul Northall trailed in the dust of Griff Griffiths' formidable Porsche 914 but a change of tyres on the Triumph GT6 saw Northall improve by 3 s, but still third, while Dowson flung the car round in 1 m 47.6 s to pip Griffiths by 0.04 s.

There is another change in the class leadership in the rear-engined class where Peter Harrold jumped to the top after blasting the 2-litre VW round in 1 m 44.2 s for his fifth successive class win. Poor Roger Burn had been praying for rain and got sun and so was

5 s down with the Imp and is heir apparent to the bridesmaid title.

Fastest on the first runs and biting his nails thereafter was Roger Brunt who returned 1 m 44.1 s with his 1000 cc Mini. This was good enough to see off Frank Morris by more than 1½ s in the second of the HF Sprint team cars and gave Brunt his sixth win. Malcolm Cope was a couple of seconds off the pace in third and the still improving Ann Harris finished fifth in a field of 20. When George Warren returned 1 m 46.7 s on his first run to be over a second slower than Ron Douglas the over 1300 cc RWD front-engined saloons class looked to be cut and dried but Warren's second run electrified everyone, including George, and his 3.7 s improvement—the second best of the day—gave him great pleasure and his third class win. He now has a 13-point lead over John Clarkson in the class. Douglas was spectacular and consistent, varying by a mere two-tenths with his Escort 1800 and Forest of Dean man Tim Humphries brought his 1600 Escort into third in a very competitive class.

Terry Smith's long-awaited 1340 Mini had a successful debut. He led Peter Withers and Dave Fuell by 2½ s at the end of the first runs and improved to 1 m 43.9 s for second BTD later on but Malcolm Orme got his 1400 Mini Clubman all wound up to take second with a 4 s improvement as the sun was setting and Fuell also improved to nip into third place. Rob Lyall made his first appearance of the year with Grotbox but finished under ½ s down on John Watkins in his JW Special with the current class leader Richard Judge demoted to third but still hanging on to the class leadership.

BTD: G. Warren (Escort), 1 m 43.0 s. Class winners: D. Marston (Porsche 911S), 1 m 50.0 s; N. Garner (Mini), 1 m 47.8 s; B. Merridale (Escort), 1 m 50.7 s; R. Dowson (Triumph GT6), 1 m 47.6 s; P. Harrold (VW), 1 m 44.2 s; R. Brunt (Mini), 1 m 44.1 s; R. Douglas (Escort), 1 m 45.3 s; T. Smith (Mini), 1 m 43.9 s; J. Watkins (JW Special), 1 m 45.9 s.

Disappointing entry

Although only 16 of the 21 entries turned up, Cumberland SCC put on a fine round in this year's Castrol/BT/RDA Autotest championship at the Pirelli factory at Carlisle last Sunday. Twenty-two tests were arranged and the man of the day was Phil Darbyshire who scored his first-ever BTD in an autotest event and collected therefore the BT/RDA spoon.

Darbyshire had as his main opposition Peter Noad, who brought along the big-engined VW to battle for championship points while Darbyshire relied on the Clubman GT. These two dominated the meeting throughout, Darbyshire winning with a total of 670.9 s to Noad's 680.9 s. Initially they were closely matched but Noad dropped away to be 12.2 s adrift at lunch following a penalty but immediately after the restart the Midlander pulled further ahead to open up a 20 s plus gap. Late in the day he collected a penalty but there was nothing Noad could do in the remaining tests to alter the situation.

Second of the eight cars in Darbyshire's class was Jim Thorburn with a Peugeot 204 who had a good dice with Graeme Forrester in a 1275 GT, the margin being a mere 6 s. Tony Hunt (Mexico) and John Calton were the only championship regulars in the second class where Hunt was some 35 s adrift of Noad but Calton (Mini) had a poor day. Of the two sports cars Bill Trougear's Midget was the best and the chairman of the promoting club finished on 892.4 s.

BTD: P. Darbyshire (Clubman GT), 670.9 s. Class winners: J. Thorburn (Peugeot), 960.2 s; P. Noad (VW), 680.9 s; W. Trougear (Midget), 892.4 s.

Tony Shaw beats BMWs at Gurston

One new class record, a first ever BTD for Richard Brown in his new Lola T142 and a 3-litre Capri win in the ever so close Group 1 class, were the high spots of the Gurston Down hillclimb run by BARC (South West), in fine weather last Sunday.

The new record was established in the 501-1100 cc racing car class where the previous holder Roger Willoughby took his Brabham BT15 up in 35.07 s to improve the record by fractionally over half a second. Fastest time of day man Richard Brown, competing with his Lola for only the fourth time, produced a neat but unsensational 35.02 s to collect his first top hill climb prize while the champion of the Group 1 cause was Tony Shaw whose Capri held off the might of Bell and Lanfranchi in the BMWs to take the special class for these cars.

From an entry of 117 the first class winner was Peter Dolan with his Cooper in the up to 1100 cc touring category and he was followed by Fred Marriott in a large engined car who took the up to 1500 cc class. The category was completed by a class win for Alan Mussard's 3-litre Capri who got down to 44.2 s which was favourable indeed when compared with Shaw's Group 1 time of 43.35 s.

There was a predictable Cooper victory in the first of the two special saloon classes where Alan Cox romped up in 40.95 s but Alan Humphries had a much tighter battle before disposing of Trevor King's Minor in the big class.

So to the first appearance at the hill of the Group 1 men and with all three leading cars bracketed by less than one second, interest was maintained throughout. Roger Bell was the only one to blot his copybook when he spun the BMW on his first run but he returned in Lanfranchi's car with Michelin tyres for the second runs and recorded 43.56 s to pip Tony Lanfranchi into third place on 43.88 s; Shaw meantime had taken the class with 43.35 s and this was easily the closest contest within the meeting. Two Mazdas and a Marina completed the class but were somewhat overshadowed.

Classes for Alvis, historic sports and the over 2600 cc sports were not well supported but there was an improvement in the up to 2600 cc category where Bevil Harrison went up in 42.43 s in his Morgan Plus 4 to beat the similar car of Charles Smith by almost two secs. The Sprites of Russ Ward and Terry Brown duelled spiritedly in the sun for mod sports class, Ward's winning time being 40.19 s to Brown's 40.41 s. Closest struggle of the meeting saw Brian Moyse (Mallock U2) pip John Dilley's Delta by 0.02 s in the clubman's sports while BMW fortunes were re-established when John Markey's Gropa-BMW climbed in 37.62 s to take the over 1600 sports Racing and GT class. Best of the scarce 500 single seaters was Colin Myle's Cooper and in the 1100-1600 class Jack Heaton-Rudd did 36.90 s with the Monoposto Special to have two secs in hand over Geoff Hunt's Lotus 31. Gordon Brookes rounded off the day with 37.54 s with the Kitchener Buick to take the big class.

BTD: R. Brown (Lola T142), 35.02 secs. Class winners: P. Dolan (Cooper), 48.3 s; F. Marriott (Cooper S), 46.2 s; A. Mussard (Capri), 44.2 s; A. Cox (Cooper), 40.95 s; A. Humphries (Escort), 39.72 s; A. Shaw (Capri), 43.35 s; B. Harrison (Morgan), 42.43 s; J. Page (Alvis Speed 20/25), 50.77 s; W. Friend (Lotus 11), 46.77 s; T. Brown (AC Cobra), 38.77 s; R. Ward (Sprite), 40.19 s; B. Moyse (Mallock), 38.09 s; G. Gook (Greyford), 43.65 s; J. Markey (Gropa-BMW), 37.62 s; C. Myle (Cooper-Norton), 40.92 s; R. Willoughby (Brabham BT 15), 35.07 s (record); J. Heaton-Rudd (Monoposto Special), 36.39 s; G. Brookes (Kitchener), 37.54 s.



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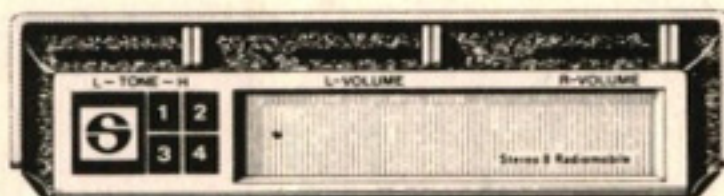
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Bevan in Naveb and Daf

Substantially supported by the brewing company for the 10th year in succession the Bournemouth MC's Long Life Autocross last Sunday saw John Bevan walk off with BT, two class wins, prize money of £29 and a car stereo set. With an entry of 110 including most of the top people from the southern half of the country the event, at Iwerne Minster, near Blandford, attracted the usual good crowd who, in addition to the main event had schoolboys scramblers and the Royal Marine motor cycle display team to provide variety.

Bevan turned up with Naveb and the Daf to chase the cash and did the double in convincing style. He had no opposition of worth with Naveb taking FTD in 1 m 47 s, but he had to work a little to keep the Daf ahead of Brian Ellis's Anglia in taking the up to 1300 FERWD class.

The small capacity Mini class resulted in victory for Peter Gould in 2 m 1.7 s, who had a second and a half in hand over Damian Byrne. Gould's time was eighth best of the day and was quicker than Bevan in the Daf and the whole of the big Escort/Anglia class. Bevan's class-winning time of 2 m 4.5 s left Ellis to take second on 2 m 6.2 s while Stan Hilleard's Anglia was third over 2 s down.

In addition to winning the rear-engined class John Button's VW also gained an award

for the widest class-winning margin. He got down to 1 m 53.7 s with the 2-litre model to leave the opposition trailing by 20 s. Imp men M. Wilcox and M. Mortimer were separated by 3 s in the placings. In contrast Nick Brise and Brian Gardner had a rare tussle for honours in the up to 1000 Mini class, Brise taking the day in 1 m 59.9 s, 0.4 s ahead of Gardner and in the final Mini class, Tom Airey's 1400 model just put it across David Angel's 1340 machine by 0.8 s. Airey got down to 1 m 53.1 s to be second FTD while his younger brother Bill, in only his second autocross, took a fine third in 1 m 55.9 s.

Sandwiched between the Minis was the big Escort/Anglia class where Mick Wyatt's RS1600 took the money in 2 m 2.4 s, easily holding off the TC model of Richard Acres who was over 2 s down and he had Alan Pearce breathing down his neck a further 1 s away with his Anglia. John Jordan and Peter Stanbridge shared the Lilfo Special to collect the place money in the specials class and in the Group 1 class it was a Datsun victory for Winston Percy's 1770 model from Keith Newland-Hodges (Simca 1300) with Phil Dudley third with his Cooper.

BT: J. Bevan (Naveb), 1 m 47 s. Class winners: P. Gould (Mini), 2 m 1.7 s; J. Bevan (Daf 66), 2 m 4.5 s; J. Button (VW), 1 m 53.7 s; N. Brise (Mini), 1 m 59.9 s; M. Wyatt (Escort), 2 m 2.4 s; T. Airey (Mini), 1 m 53.1 s; W. Percy (Datsun 1770), 2 m 11.1 s. Ladies: Mrs Judith Jesty (Mini), 2 m 4.2 s.

British Leyland's Autocross

Will Gollop drove everyone into the ground in Kent last Sunday when he romped away from a field of 80-odd competitors to take BT with his 1000 cc Mini at the Rochester MC's autocross event. Gollop thrashed round the 1,400 yds dusty M-shaped course in 3 m 9.4 s, almost 2 s quicker than Bernard Rodemark's 1293 Mini. Best of the class battles was in the big front-engine RWD category where John Smith and Tony Ford jnr finished only two-tenths apart, the 1800 Escort of Smith just pipping the determined Ford (Escort 1600).

First winner of the meeting was Tony Marsh with his 850 Mini, who took the small Mini class in 3 m 18.4 s which was 1.8 s ahead of Terry Field with John Gilbert third. Keith Fowler's Escort held off a double Anglia challenge to take the next class in 3 m 15.6 s, finishing more than 3½ s up on Graham Wilkinson and there was a wide margin between first and second among the sports cars where the Elan of Graham Allen sailed away not unexpectedly from the Mid-

gets of Rob Upton and David Miall-Smith. Power again told among the rear-engined exponents with the 2-litre VW of Geoff Crabtree turning in 3 m 20.4 s to demolish the opposition by nearly 5 s. Roger Groves (Imp) was second from the NSU of Trevor Skiwiss.

The up to 1000 cc Mini class went to Kevin Gibson's Cooper in 3 m 12.8 s and he only just hung on to this ahead of Glyn Swift in his Mini, who was under a second adrift and among the bigger Minis Rodemark's 3 m 11.2 s was exactly a second faster than Derek Batt with Bill Bowden third 2 s off the pace. In the Grubmobile v Scorpion struggle for specials honours, Don Lambert took Grubmobile round in 3 m 17.8 s to leave Gordon Baker in arrears by 2 s but some way ahead of Dave Sharp's Mini Special.

BT: W. Gollop (Mini), 3 m 9.4 s. Class winners: T. Marsh (Mini), 3 m 18.4 s; K. Fowler (Escort), 3 m 15.6 s; G. Allen (Elan), 3 m 21.6 s; G. Crabtree (VW), 3 m 20.4 s; K. Gibson (Mini), 3 m 12.8 s; J. Smith (Escort), 3 m 18.4 s; B. Rodemark (Mini), 3 m 11.2 s; D. Lambert (Grubmobile), 3 m 17.8 s. Ladies: Teresa Goddard (Cooper), 3 m 38.6 s.

Ravenscroft for a change

John Ravenscroft added the Graham Hill Trophy to his already impressive collection of trophies when he took BT at the Owen Motoring Club's Graham Hill Sprint event at Curborough last Sunday. But Ravenscroft, who has been capitalising during the enforced absence of Bob Rose's McLaren, will have to work a bit harder in the future for Rose is back with the M10B and in the Top 10 run-off he was within a whisker of the Lola T142 in which Ravenscroft did exactly the same time. Rose was down to 33 s dead to take the class but improved to 32.4 s later.

The rally crew of Pete Morris and Chris Bridgwater had the standard class all sewn up, Morris taking it with 41.8 s, exactly a second quicker than his navigator in the Escort TC. The up to 1000 Mini class was Neale Johnstone's by a comfortable margin but Dave Depper only had a second in hand over J. Colley, both in Coopers, in the next class. H. Henderson made the long trip from Cirencester with his supercharged Jaguar engined Minor to take the next class in 38.6 s and Herbert Shepherd again collected a pot for his 39.2 s in the road-going sports

car class with the E type.

The up to 1300 cc mod sports class produced a double for the Warburton family, Alan beating his wife Ann with their Midget but Cyril Baxter and Mike Overton were again locked in another of their still to be continued battles in the 1300-2000 class, returning identical 36.6 s. Baxter had the day as he did his on the first run.

John Hindley's Landar got the better of M. Green (Lotus 23B) to take the sport racing class up to 1300 cc in 36.8 s and the Rob Wallinger Spectre was working well to get down to 33.5 s to take the bigger class. Dave Render equalled this time in taking the up to 1600 cc class for racing cars with his Brabham BT30 ahead of the Merlyn-BRM of P. Bull, who was 0.6 s behind.

BT: J. Ravenscroft (Lola T142), 32.0 s. Class winners: P. Morris (Escort TC), 41.8 s; N. Johnstone (Cooper), 38.5 s; D. Depper (Cooper S), 37.6 s; H. Henderson (Minor-Jaguar), 38.6 s; H. Shepherd (Jaguar E type), 39.2 s; A. Warburton (Midget), 42.0 s; C. Baxter (Marcos), 36.6 s; J. Stennard (Healey 3000), 41.5 s; J. Hindley (Landar), 36.8 s; R. Wallinger (Spectre), 33.5 s; D. Render (Brabham BT 30), 33.5 s; R. Rose (McLaren M10B), 33.0 s. Ladies: Mrs J. Wallinger (Spectre), 36.2 s. Graham Hill Cup (Best Owen member), C. Richardson (Lotus 41C), 38.8 s.

Larkin holds off Webb

Holding off an initial challenger from Ray Webb's Sprite, John Larkin romped away to an easy victory with his 1293 Cooper at the Dunlop MC's Fort Autotest event last Sunday on the East car park. Larkin finished with 593.2 s for the 12 tests with Webb taking his class on 608.1 s while Cecil Dickson (VW), won the last of the three classes by a colossal margin. Best battle was between Brian Ainge (1098 Sprite) and the 1275 Sprite of Roy and Don Malin, who with Anita returned to auto-testing after over two years' absence. Ainge's experience won him the day by 35 s while Roy beat Don by 23 s.

BT: J. Larkin (Cooper), 593.2 sec. Class winners: B. Ainge (Sprite), 647.1 s; R. Webb (Sprite), 608.1 s; C. Dickson (VW), 638.4 s. Ladies: Mrs P. Wynn (Cooper), 797.5 s. Best Dunlop member: J. Gilbert (Clubman GT), 819.4 s.

● Having rebuilt the Chevrolet engine in Allan Mountain's Leda LT.22 since its recent Croft blow-up, John Lambert scored an excellent BT at the first Norfolk Park Hill Climb in Sheffield. The course itself is superbly positioned in this corporation park being only 812 yards from the Town Hall, giving spectators an excellent view over the town and the surrounding districts. Almost before practice had started the first retirement was posted when Terry Stone, who was warming up the slicks on his newly built Mustang, had the throttle jam wide open coming down the hill. As competitors accelerated clear, he kept the car away from running marshals and hit a tree tearing off the front wheel and door. Speedy work by the rescue crews had Stone on his way to hospital with a broken shoulder and suspected cracked ribs—a lucky escape.

● Herts County Auto and Aero Club's round of the RAC National Sprint Championship held at Duxford on June 17 provided a fourth consecutive win in the series for John Ravenscroft driving the 5-litre Lola T142. Ravenscroft was the only competitor to break 41 s with a best time of 40.9 s while most of his rivals went off in trying to keep up. Bob Rose was sharing Jonty Williamson's McLaren M10B, but after recording 41.1 s on his class runs, could only manage 42.0 s in the championship runs which gave second place in the championship runs to owner Williamson, who managed 41.9 s. David Render's ex-Spencer Elton Brabham BT30 was fourth on 42.2 s, while Martin Steele spun his March 702 on one run but still took fifth with 43.2 s.

BT: J. Ravenscroft (Lola T142), 40.9 s. Class winners: S. Casey (Capri 1600), 56.5 s; G. Ayris (Capri 3000), 53.1 s; R. Thompson (Mini 848), 54.5 s; S. Muir (Mini 1293), 50.3 s; C. Hill (Anglia 1760), 50.3 s; W. Horton (Jaguar 3.8), 50.7 s; P. Winter (Midget 1275), 49.7 s; M. Overton (Marcos 1594), 48.1 s; P. Bell (Morgan +4), 62.9 s; A. Brough (Jaguar E), 48.1 s; A. Wood (Ginetta G12), 46.3 s; M. Richardson (Chevron 88), 47.5 s; D. Render (Brabham BT30), 42.9 s; R. Rose (McLaren M10B), 41.1 s.

Castrol/BARC championship leader Mike Flather in his supercharged Cooper at Norfolk Park, Sheffield, recently, where he won his class.



JENSEN-HEALEY ROAD TEST

SPECIFICATION AND PERFORMANCE DATA

Car tested: Jensen-Healey open sports 2-seater, price £1959 including tax.

Engine: Four-cylinders in aluminium block inclined at 45 degrees, 95.2 mm x 69.3 mm (1973 cc). Compression ratio 8.4 to 1. 140 bhp at 6500 rpm. 4 valves per cylinder operated by twin belt-driven overhead camshafts. Two Dellorto twin-choke carburettors.

Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.29, 1.99, and 3.12 to 1. Hypoid rear axle, ratio 3.73 to 1.

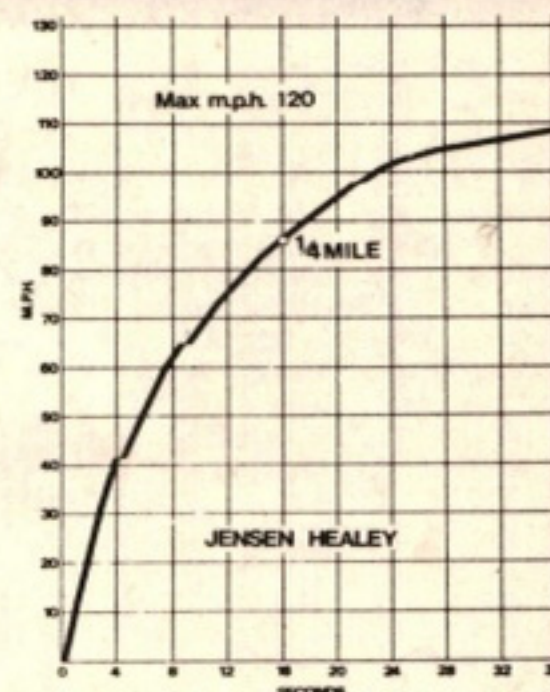
Chassis: Combined steel body and chassis. Independent front suspension by wishbones and coil springs. Rack and pinion steering. Live rear axle on four links and coil springs. Telescopic dampers all round. Servo-assisted disc front and drum rear brakes. Bolt-on light alloy wheels fitted 185/70 HR-13 radial ply tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Oil pressure, water temperature and fuel gauges. Voltmeter. Clock. Heating, demisting and ventilation system. 2-speed windscreen wipers and washers. Flashing direction indicators. Reversing lights. Radio (extra).

Dimensions: Wheelbase 7 ft 8 in. Track (front) 4 ft 5.2 in, (rear) 4 ft 4.5 in, overall length 13 ft 6 in, width 5 ft 3.2 in, weight 19 cwt.

Performance: Maximum speed 120 mph. Speeds in gears Third, 98 mph; Second, 64 mph; First, 41 mph. Standing quarter-mile, 16.0 s. Acceleration: 0-30 mph, 2.8 s; 0-50 mph, 5.5 s; 0-60 mph 7.5 s; 0-80 mph, 13.2 s; 0-100 mph, 23.4 s.

Fuel consumption: 20 to 25 mpg.



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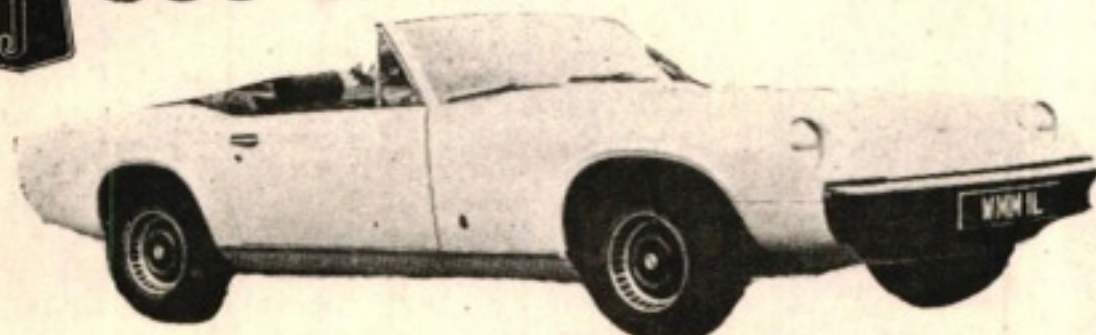
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Winner Frank Gardner in the SCA Chevy Camaro chasing the BMW 3.3 CSL of Brian Muir through Castrol in the second part of the two-part saloon feature.

Gardner's Mondello double

Australian Frank Gardner masterfully tamed all 6.9 litres of the SCA Chevy Camaro to win his second "Golden 1000" saloon car feature at the MG Car Club's Mondello Meeting on Sunday, lowering his saloon car lap record of 1 m 2.6 s to 1 m 2.0 s in the process of running away from Brian Muir's 3.3 BMW CSL in the first part of the 40-lap grind. The supporting races produced lots of thrills and were won by Tommy Reid (Brabham BT38/40), Mike Martin (U2 Mk 12), Mike Nugent (Lotus Elan), Paul Eastwood (Crossle 25F) and Dickie Lovell-Butt (MG K3).

Dave Brodie failed to appear for the 1000 with the Norman Reeves Ford Escort, and other non-arrivals were Chris Meek (Escort), and John Pope (Vauxhall Viva). Gerry Marshall's Thames TV Vauxhall Firenza blew the flywheel off the end of the crank in Saturday practice; and on Sunday morning, Des Donnelly's 16-valve Lotus-Jensen Healey engine disintegrated in a huge cloud of smoke and his fast Viva sidelined. There was big trouble too in the Gardner camp as the mighty Yankee mill bent a pushrod, which was fixed in time for racing. The famous Mick Hill Capri V8, bought by Tony Brown and entered for Eddie Regan, was less lucky as the clutch packed up and could not be made ready in time.

This reduced the saloon field to Gardner, Muir, Laurie Hickman with the Gerry Edmonds Escort, Mattie McNamara with his FVC-Escort and Jackie Patterson's Ulster DTV Firenza, plus a gaggle of Minis, Imps and the unsorted Escorts of Tony Brennan (FVC), Maurice Mitton (FVA) and Seamus O'Connor's sweet sounding FVA-Anglia.

Gardner powered the Camaro into an immediate lead in the first 20-lap part of the saloon feature, with Muir dropping back in the BMW and at one stage slipping down to fourth behind the dicing Escorts of Hickman and McNamara following a spin at Dunlop. Hickman and McNamara were involved in a no-holds-barred dice and eventually they came together under hard braking for Shell and both spun off on to the grass. Hickman got away first but McNamara really had the bit between his teeth and a few laps later he outfoxed Hickman at Shell to slot into third. Gardner ran out the winner by 27.2 s from Muir, and only McNamara and Hickman stayed on the same lap.

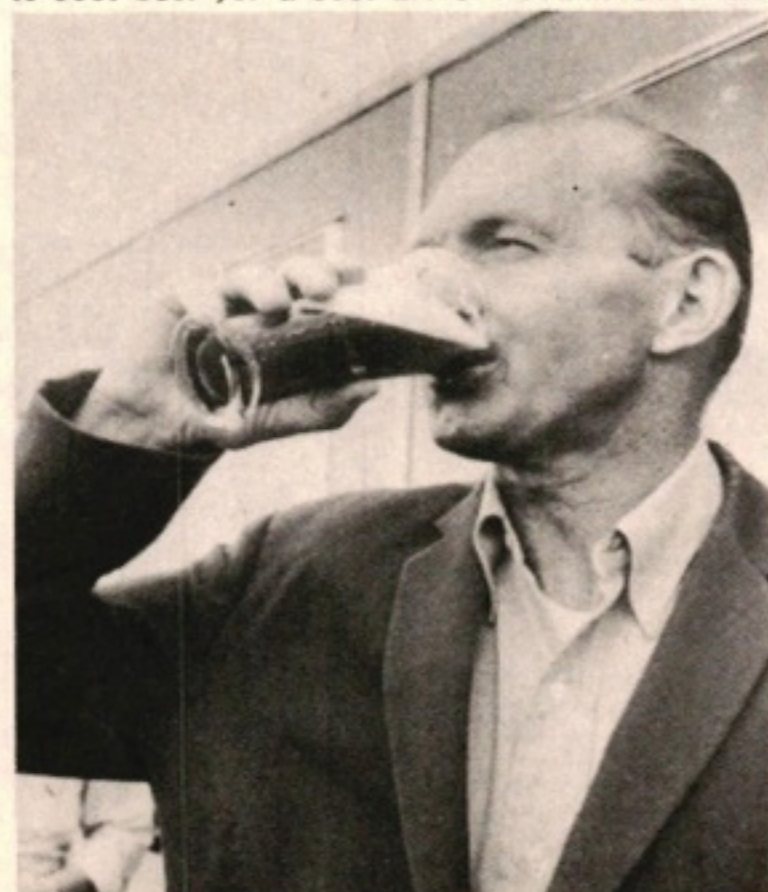
It was Muir first away in the second part, with Gardner sitting right behind him and obviously not trying to overtake. Jackie Patterson, who lost four laps in the first part due to a puncture, was really trying hard with the Ulster DTV Firenza and after taking Hickman for third he ran wide at Rothmans and sent the car leaping upside down high in the air and over the bank in the most

sensational loop that I have witnessed in over 20 years of motor race coverage. He was extremely lucky to escape practically unhurt after the car landed on all fours, and lucky too was a young marshal who was struck on the arm by a fence post snapped off and sent flying by the errant Firenza!

With Patterson's exit, Hickman was unchallenged for third as McNamara fell well back with his FVC motor sounding very rough, and indeed he was almost pipped for fourth by Vinney Moy who drove a great race to win the 1-litre class and the Auto Ireland "Man of the Meeting" award with his little Imp-Ford. Muir and Gardner lapped everyone else this time, but with less than a second between them; the race and £400 was Frank's reward. Overall Mattie failed to take third by just 0.2 s!

Mike Martin took his new U2/Mk12, featuring De Dion rear end and many Martin mods such as raised suspension pick-up points, Gryphon-type rear wing, etc, to a 1.2 s win in the clubman's race. Early leader was Tony Martin with his Everyman's D-I-Y Centres U2 Mk11B, while Richie Heeley came from the back of the grid to take second from Tony and would surely have presented a big challenge to Mike with his Capital Tea Gryphon C73 given just a few more laps.

A cool beer for a cool driver: Frank Gardner.



Paul Eastwood was forced to spin his Crossle 25F at Shell in the first rush to this "infamous" corner as Jim Sherry went all sideways in front of him in his Crossle 16F in the Formula Ford race. This let Noel Beattie into the lead with his 20F after David Lambe retired his 20F with a cracked engine mounting. Beattie was hotly pursued by Harry Acheson whose Merlyn Mk20 was often side by side with Noel as Harry looked for a way past, and just behind this pair came Gary Gibson in his 16F. Eastwood came up to challenge in the closing laps and won following Beattie's departure off the road.

The Formula Ireland saw a huge grid, but the race was spoiled when Patsy McGarrity's March 722 retired with a broken rear suspension bolt and this let Tommy Reid through to win with the IRC Brabham BT38/40 from Ken Fildes (Crossle 22F); with Dermot O'Leary and Paddy Farrelly in very close company all the way to finish in that order in their Lotus-FVA 69s. Harold McGarrity in his 1.6 Brabham-Holbay BT23C only just getting the place by a second from Mike Martin's U2 and was in fact led by Richie Heeley's Gryphon until the latter pulled in on the penultimate lap.

BRIAN FOLEY

"Golden 1000," saloons (40 laps): 1, Frank Gardner (6.9 Chevrolet Camaro), 42 m 43.2 s; 2, Brian Muir (3.3 BMW CSL), 43 m 09.6 s; 3, Laurie Hickman (2.0 Ford Escort), (39 laps); 4, Mattie McNamara (2.0 Ford Escort), (39 laps); 5, Vinney Moy (1.0 Imp-Ford), (38 laps); 6, David Hall (1.0 Imp), (38 laps).

1st heat (20 laps): 1, Gardner, 21 m 24.6 s, 69.66 mph; 2, Muir, 21 m 48.8 s; 3, McNamara, 22 m 13.8 s; 4, Hickman, 22 m 23.2 s; 5, Moy (19 laps); 6, Hall (19 laps). Fastest lap: Gardner, 1 m 02.0 s, 72.00 mph (record).

2nd heat (20 laps): 1, Muir, 21 m 20.8 s, 69.70 mph; 2, Gardner, 21 m 21.6 s; 3, Hickman, (19 laps); 4, McNamara, (19 laps); 5, Moy (19 laps); 6, Hall (19 laps). Fastest lap: Gardner, 1 m 03.0 s, 70.19 mph.

Vintage cars (10 laps): 1, R. Lovell-Butt (MG K3), 10 m 54.6 s; 2, Alan Shattock (MG Magna), 10 m 54.8 s; 3, Tony Dowling (ACJ-Austin 750 Spl), 11 m 03.0 s. Fastest lap: Lovell-Butt, 1 m 22.4 s, 61.66 mph (record). Clubman's (10 laps): 1, Mike Martin (U2 Mk12), 10 m 40.4 s, 69.72 mph; 2, Richie Heeley (Gryphon C73), 10 m 41.6 s; 3, Tony Martin (U2 Mk11B), 10 m 43.8 s; 4, Richie Conroy (Gryphon C73), 11 m 05.4 s; 5, Ivan Rothwell (U2 Mk11), 11 m 13.6 s; 6, Derek Shortall (U2 Mk11B), 11 m 21.8 s. Fastest lap: Martin, 1 m 01.8 s, 72.23 mph.

Formula Ford (10 laps): 1, Paul Eastwood (Crossle 25F), 11 m 00.8 s, 67.57 mph; 2, Harry Acheson (Merlyn Mk20), 11 m 05.2 s; 3, Gary Gibson (Crossle 16F), 11 m 14.0 s; 4, Jim Sherry (Crossle 16F), 11 m 19.8 s; 5, David Kennedy (Merlyn Mk11), 11 m 38.4 s. No other finishers. Fastest lap: Eastwood, 1 m 03.6 s, 70.19 mph.

Modsports (10 laps): 1, Mike Nugent (Lotus Elan), 11 m 16.4 s, 66.00 mph; 2, Don Kissane (MG Midget), 11 m 50.8 s; 3, Brian Tuite (MG Midget), 11 m 57.0 s; 4, Arnie Black (MG Midget), 11 m 59.2 s; 5, Liam Plower (MG Midget), 12 m 17.4 s; 6, Pat Fallon (MG Midget), 12 m 18.4 s. Fastest lap: Nugent, 1 m 05.6 s, 68.02 mph.

Formula Ireland (10 laps): 1, Tommy Reid (Brabham BT38/40), 9 m 49.6 s, 75.75 mph; 2, Ken Fildes (Crossle 22F), 9 m 49.8 s; 3, Dermot O'Leary (Lotus 69), 10 m 14.4 s; 4, Paddy Farrelly (Lotus 69), 10 m 14.8 s; 5, Harold McGarrity (1.6 Brabham-Holbay BT23C), 10 m 32.6 s; 6, Mike Martin (U2 Mk12), 10 m 33.6 s. Fastest lap: Reid, 57.0 s, 78.32 mph.

International event at Prescott

The first fully international speed hillclimb to be held in this country for many years will take place at Prescott, near Cheltenham, on Saturday, June 30, to celebrate the 35th anniversary of this famous venue.

Organised by the Bugatti OC, supported by ShellSport and held on the original course, the entry is restricted to pre-war sports and racing cars and has attracted competitors from all over the world including many of the famous marques which raced at the first meeting in 1938.

In addition to such fabulous cars as Alfa Romeo, Bentley, Bugatti, ERA, Frazer-Nash, Maserati and Talbot, many of the leading pre-war drivers will also be present for this historic occasion, including Ronnie Symondson who will drive the very same Bugatti he raced at the original meeting.

Commencing at 2.00 pm with practice from 9.30 am, the meeting will be followed by the prizegiving during a gala dinner-dance at the Queen's Hotel in Cheltenham.

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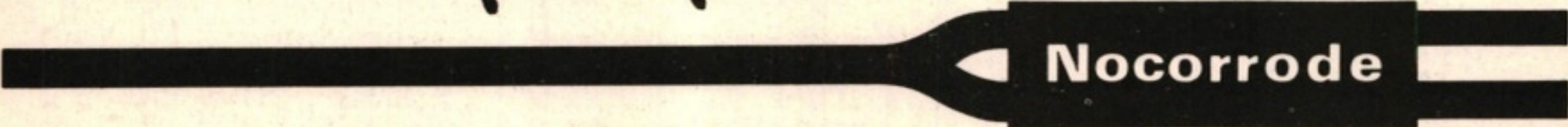
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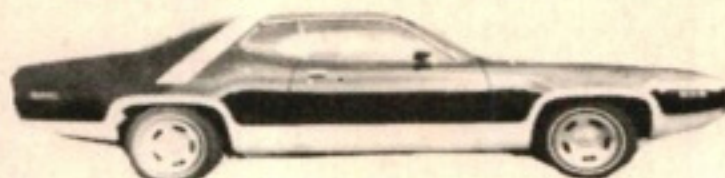
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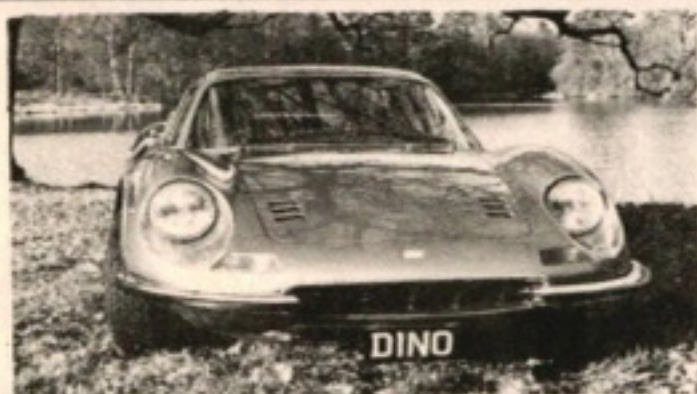
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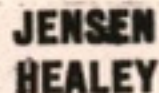
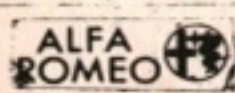


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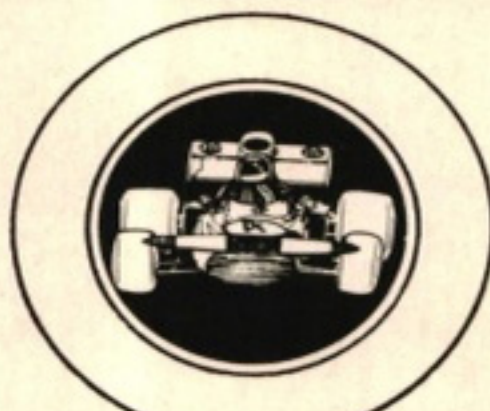
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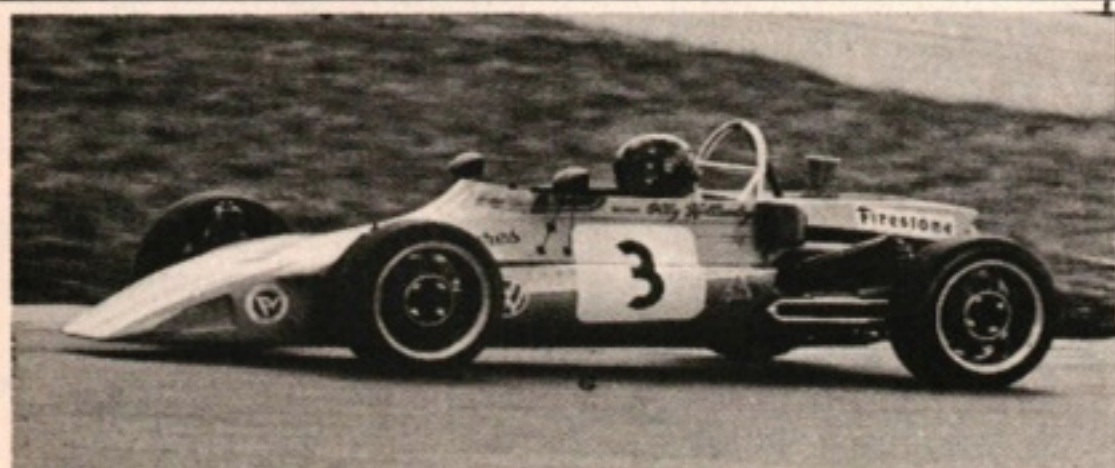
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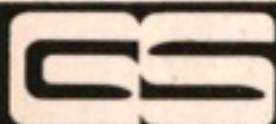
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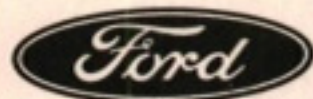
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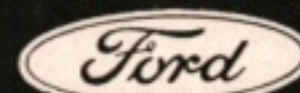
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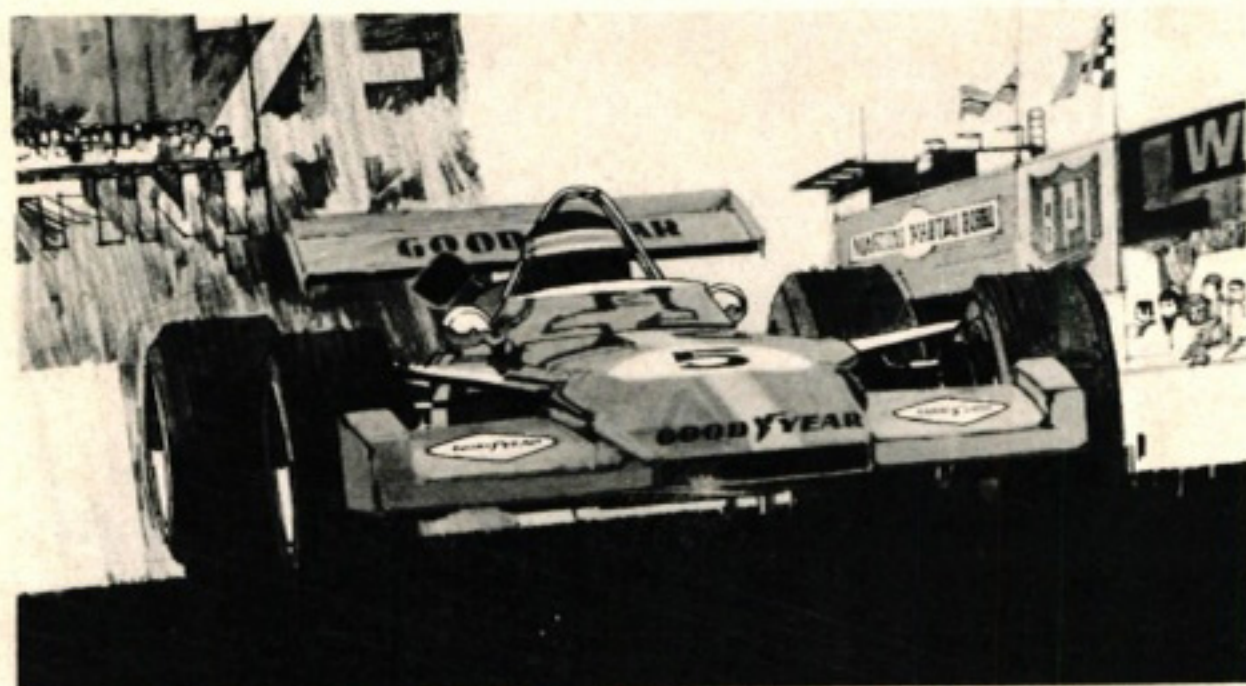
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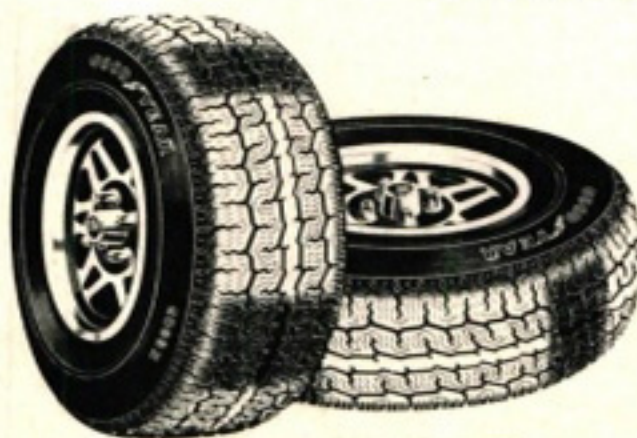


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